

APRIL 1958 NINEPENCE

Holiday Number

625.6 THE MOTOR CYCLE

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Road Maps
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Guide



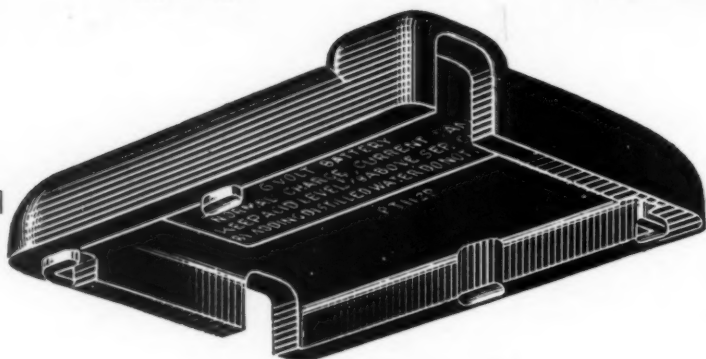
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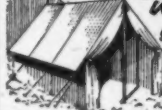


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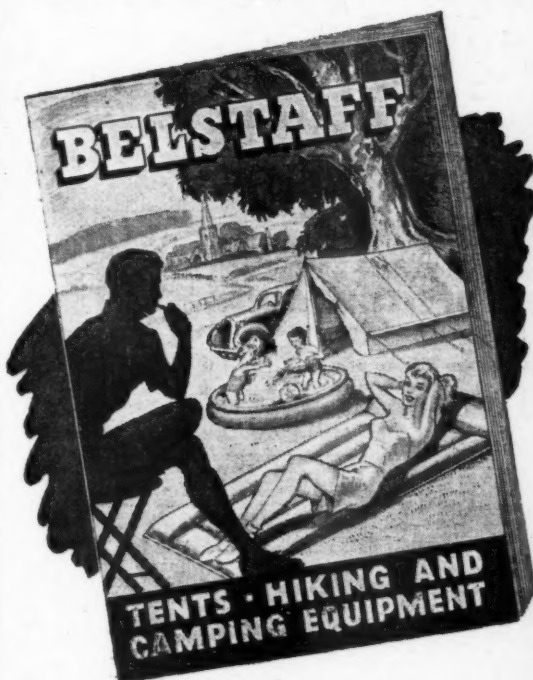
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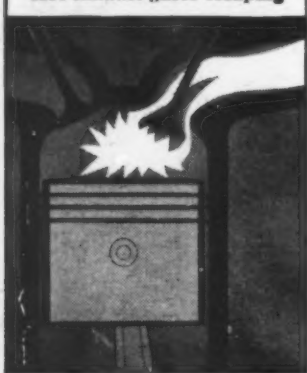
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Hot exhaust gases escaping



Badly burnt exhaust valve

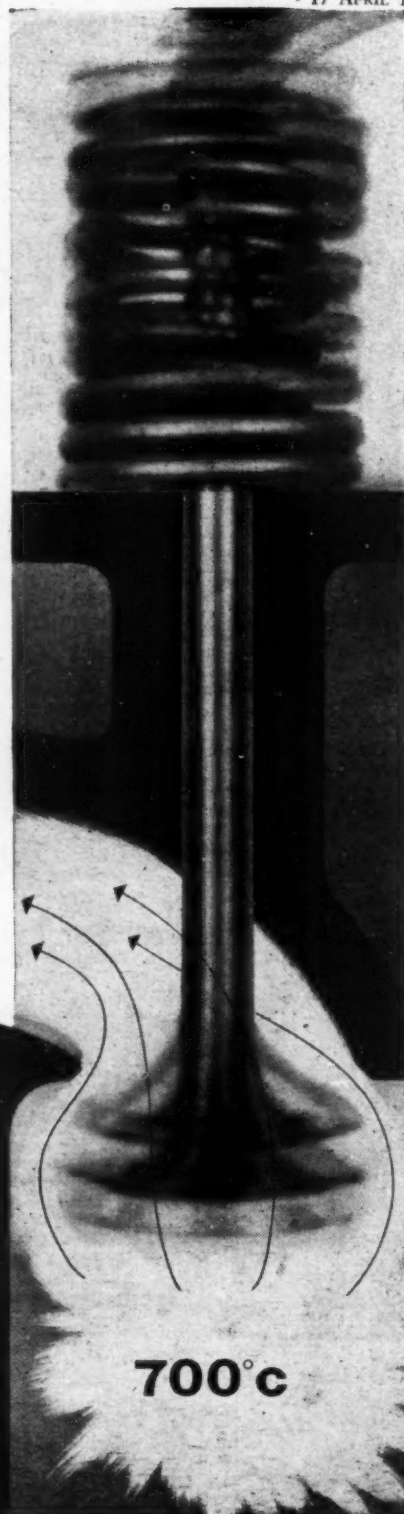


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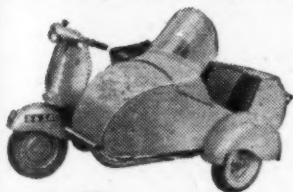
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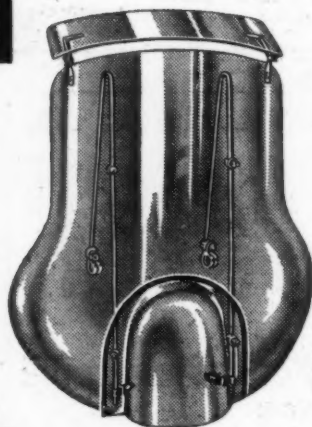


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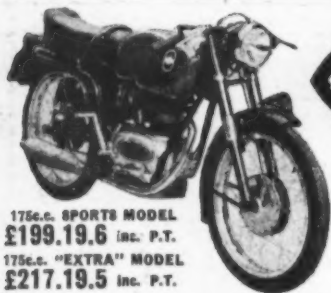
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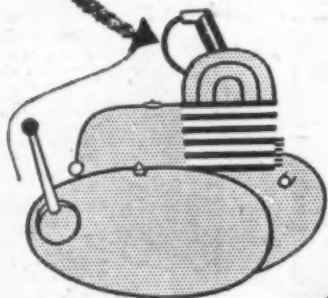


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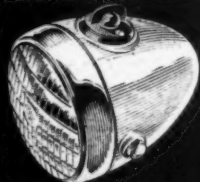
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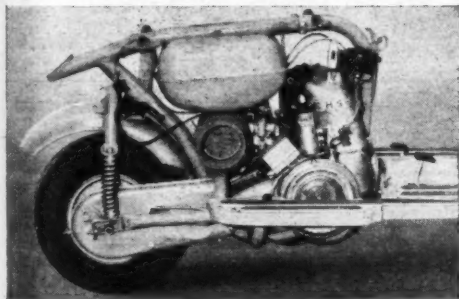
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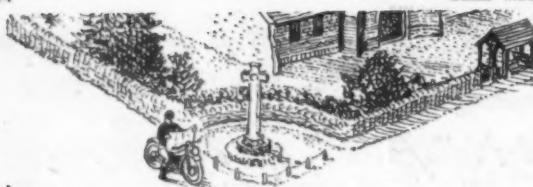
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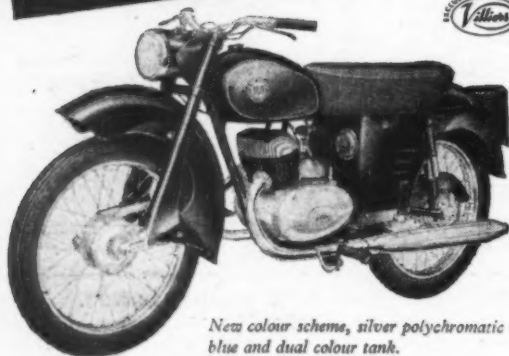
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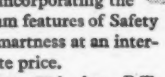


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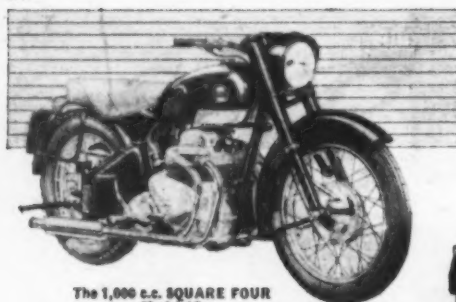
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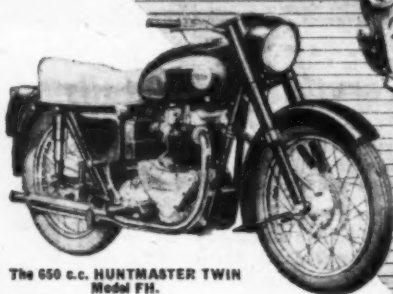
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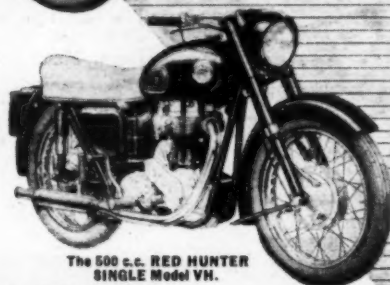
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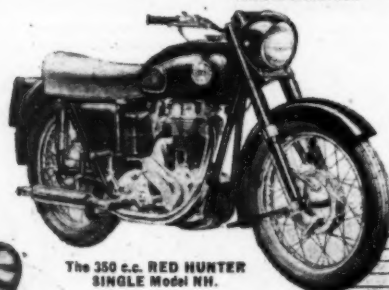
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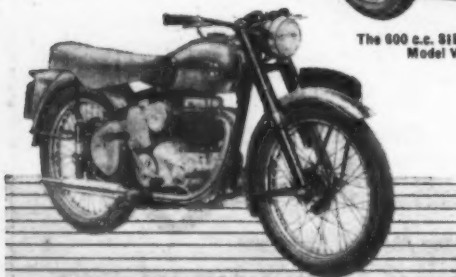
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THE MOTOR CYCLE

VOLUME 100 NUMBER 2870 17 APRIL 1958

Editor **HARRY LOUIS**

Assistant Editor **GEORGE WILSON**

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The Lure of Holidays

WITH Easter behind us and May a fortnight ahead, thoughts turn to holidays—the annual break when we go in search of fresh air, sunshine, the delights of the countryside and seashore, the majesty of mountains, the splendour of lakes. Above all we go in search of a change of habit and of new experiences. The motor cyclist has the key to almost limitless horizons. He can choose a centre from which to explore; he can follow a set route or move from place to place without any particular plan; he can cover, say, 2,000 miles or no more than three or four hundred, yet have the sort of holiday that only personal transport can provide. To please oneself entirely so far as time and direction are concerned is an advantage that is appreciated in its entirety only by those lucky enough to have experienced it.

Hence the popularity of touring, especially to the out-of-the-way places not easily reached by public transport. But perhaps the greatest advantage the motor cyclist enjoys is that he can travel at minimum cost. Many a youngster has been able to ride far and wide throughout Britain and the Continent before reaching the age of 21—something that would have been impossible on a limited budget but for his motor cycle. Similarly the low running costs of motor cycling mean that thousands of older enthusiasts can enjoy more and better holidays than if they had to pay fares.



April Fickleness

POETS personify the British spring in their verses. They carefully refrain from depicting her as the treacherous jade that she actually is. But although she is utterly untrustworthy her best moods are so superb that we readily forgive anything—even hailstorms out of a clear sky. For me, spring has always been the time when I could hope to enjoy some of my favourite pleasures under singularly pleasant conditions of light, dryness and temperature. Depending on where I find myself in spring months, I have a list of musts. The rhododendrons at Kew. The fruit blossom in Kent or at Evesham. A most curious garden near Upper Ottery in Devon where the trees are still bone-bare but flaming through the greys and blacks of naked boughs are some of the most vivid shrubs you can grow in this country—azaleas and the like—already in dazzling bloom. And about now my map shelf reminds me that it is time I planned more deliberate excursions farther afield.

A Camping Rehearsal

CAMPERS—especially those who have never camped before—will do well to devote a fine weekend to a camping rehearsal. Even if for the experienced no brand-new gear is involved, it is always wise to make sure in good time that the old outfit is none the worse for wintering. If you are a novice, or have bought a new type of stove or tent, the experiment may save trouble later on. Anyway, it is a good rule to draw up an early schedule of all the articles which are to accompany you on your more ambitious trips. Casual folk usually find at the last moment that they are short of some indispensable article. Many a time I have heard stories of mislaid passports and forgotten visas.

Not Mere Transport

IT is an insult to your motor cycle to regard it as mere transport. If it were nothing more, we might as well do all our travel by rail or boat. A motor cycle can contribute more to health than any chemist, any rule of life or any other form of exercise. This is especially true of the office or factory worker who perforce spends so many weekday hours indoors and is often too tired to seek hard exercise in the evenings or at weekends. When I was very young I worked very hard for far too many hours a day—and that in the air of London which is over-breathed and much contaminated. The commonest

Occasional Comments

by "IXION"

health prescription with the youth of that period was to run down to Brighton for 2s 6d return by the National Sunday League railway tickets. A sniff of the Brighton sea air was certainly a fine tonic. When I took to a pedal cycle I found that I was often too tired to pedal. But when I took to motor cycling I recovered my lost appetite, ate like a wolf, slept like a cat and regained all the weight I had lost—and more.

Family Cement

WHEN a family of moderate means begins to break up, such as when adolescent sons and daughters take jobs at a distance, the family cement is apt to start breaking up. Few of us are fond of letter writing. Travel by railway—and even by coach—is costly. But as the working week is arranged nowadays, many a son, daughter or young couple can easily reach quite a distant parental home during the weekend at almost nominal cost. It is fatally easy to continue the compulsory separations of the past into a new era when no such long absences are at all necessary. An Army padre told me the other day that quite a slab of his time was occupied in seeing that his young recruits wrote home, even at long intervals. Girls are not quite so neglectful. But family ties should be kept warm and taut as far into life as is possible. Here again a motor cycle is invaluable. Its 70 m.p.h. and 70 m.p.g. shrivel up all those false excuses with which lazy youngsters dupe their own better nature.

Ancient Homes

THE other day I turned over the pages of a glossy magazine which concentrates on the stately homes of England. I came to a page whereon dates and times of their openings to the public were given for the next month. Believe it or not, not one of my motor-cycling friends I have tackled since has ever taken advantage of such opportunities. I admit that only an expert in art, architect-

South Africa's Paddy Driver is not the only racer to favour a bowler as his pit headgear. Seen here working on his A.J.S. at Crystal Palace is G. S. Franks who also wears a bowler because, as he puts it, "... what could be smarter, old boy!"





In spite of the bad weather the call of the open road was heard loud and clear over Easter. Here is a scene from the Maidstone Road on Good Friday, when thousands of enthusiasts went to Brands Hatch; many carried on to the sea

ture, painting or fabrics would wish to go the complete round, but to the average man, devoid of special knowledge or passionate interest, many of the great houses are quite stunning revelations. May I suggest that readers who so far have neglected the chances make a point of visiting some of our famous homes this summer? They are as essential to education from one angle as mathematics are essential from another. The gardens alone are generally worth the small fee charged for entrance and the furniture is often sheer revelation. I shall never forget one Easter week in which I contrived to see Arundel Castle (whence I particularly remember the incredible colouring of the Chinese cabinets) and the church which the monks have built for themselves at Buckfastleigh. Those two scenes are all I can now recall of that particular holiday, a fact which indicates how profoundly I was impressed by both places.

Our Changed Streets

THE other day I happened to pass along a London street in which I had lived for some years as a youthful motor cyclist. A wide street. Not far from the Thames. Its surface—divisible into six traffic lanes—is today almost as smooth and unbroken as the wooden floor of my den. No cracks, waves or other departures from the level unity to disturb one's eye. It is almost completely clean. On a dry day it makes perfect going for pneumatic tyres. On a wet day it may be just a bit slippery at corners and near crossings where invisible rubber dust conspires with faint oil traces to menace tyre adhesion during heavy braking or fierce acceleration. What a contrast with my youth, when it was always filthy. I do not know how many horses traversed it daily—the number probably ran into thousands. They deposited tons of ordure on it in their pas-

sage. Street cleaning never ceased. Nimble little men darted in and out among the traffic, scooping up the filth with their little dustpans and brushes and dumping it in large iron containers set in the kerb for later collection by carts. Along the middle of the road ran a causeway of large granite setts. It supported six parallel steel rails, two pairs to take electric tram wheels and two slotted to admit the plough, which picked up the electric current from below the causeway. (I once saw a broken speedometer cable drop an end through one of the slots and produce a brilliant display of blue flashes.)

Punctures and Skids

LONDON streets of the era sketched in my last paragraph were a real menace to the budding motor cyclist from two distinct angles, namely, side-slips and punctures. They could be extremely skiddy. Largely owing to the multitudinous horses there was plenty of solid dirt to mingle with any rainwater and create real slime. Crossing the tramline causeway confronted one with six steel surfaces on which no tyre could hope for grip. (The motor-cycle tyre of the day was a 2in-section Clincher, its cover very little thicker than a leather glove, with no corrugations more pronounced than a single strand of knitting wool.) Thousands of horses indicate at least 20 times as many nails, most of which ultimately fell out on the road. I had punctures galore in such streets. In fact, some folk argued that a motor cycle was a better buy than a trike—and a trike a better buy than a car—because the more tyres there were, the greater was the puncture risk. At that date there was no very trustworthy rubber solution available for roadside tube repairs. Nowhere except in the Alps have I met with so many punctures; the only contrast was that all pedestrians in the Alps wore hobnail boots.



Above: Camping site at Gana-van Sands, Oban, one of the most beautiful stretches of coastline in Scotland; the next map supplement takes you near there

Right: So mild is the winter climate that exotic trees flourish on the southern coast of Cornwall: a scene in Falmouth



Below: A good catch of crabs and lobsters rewards the fishermen at Bessands, a delightful spot near Slapton Sands in Start Bay, South Devon



GEMS OF

In the Touring Guide, Free with This Week's Special Issue, the Maps Take You to Somerset, Devon, Cornwall, and The Lake District: These Pictures Portray Some of the Beauty Spots in Those Areas: Next Week's Supplement Suggests Other Favourite Touring Grounds, such as Dorset, Hants, Surrey, Sussex, Norfolk, the Cotswolds, Southern Ireland and the North of Scotland

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BRITAIN



Above: "Thirlmere lies like a silver sword in a green scabbard." This impressive Lake District vista is across Thirlmere with the slopes of Helvellyn in the background

Left: A curiosity in Ambleside at the head of Lake Windermere—the famous House on the Bridge now preserved for all time by the National Trust

Right: The beeches on the long coastline of Cornwall are famous. This pleasantly quiet expanse of shore with the waves lapping lazily is between Looe and Downderry





Flat Out

VIC WILLOUGHBY EASILY

COVER

Have you ever been haunted by a yellow line? Or a black-and-white line? I'm haunted by both—103 miles of them. In my dreams they race endlessly through my field of vision from top to bottom, mesmerizing me, mocking me. Broken yellow, solid yellow, broken black-and-white: the sequence never changes. And all the time an inner voice urges: "Down, down, it's only for an hour. So long as you can see those lines you're on the team."

Baseless dreams? Not a bit of it. Simply the fascinating memory of an exhilarating hour's dash around the 2.82-mile triangular outer circuit at the Motor Industry Research Association's proving ground in the Midlands on a standard, fully equipped sports model—a 592 c.c. Matchless Sports Twin. An hour in which the audacious Matchless from a standing start annihilated 102,926 joyous miles and, from a flying start at the end of the first lap, covered 103,133 miles. And if that doesn't speak volumes for a six-hundred roadster, I'll never tweak another grip.

It is one thing for a roadster to reach a three-figure speed. Another to record a 100 m.p.h. mean of two runs in opposite directions over a short distance. But something quite outstanding to maintain more than 100 m.p.h. for a full hour. Possibly the Matchless I used can claim to be the first fully equipped production model to do so?

It was a bright, dry afternoon but devilishly chilly. And those lines monopolizing my gaze throughout my swiftest hour on wheels were my guides, my friends. Along the straights the broken

yellow kept me on course as, with chin thrust into a patch of Sorbo glued to the tank top and eyeballs swivelled to the very top of their sockets, I peered past the headlamp shell. When eye and neck muscles jibbed at such inhuman treatment I pressed my mouth and nose against the Sorbo and glanced to the left. There to reassure me were the yellow dashes, bright on the black tarmac background, flashing by beneath the handlebar. Softly but clearly above the roar of the wind was a sweet, clean song—a symphony of eager power—the music of 39.5 b.h.p. played at a 6,000 r.p.m. tempo and channelled by the siamesed exhaust pipes through a single silencer.

Suddenly the yellow line would become continuous while the background changed to white concrete. The Matchless was entering a banked turn. For a few seconds the exhaust hum would be forgotten while I lifted my face from the tank top to get a better range of vision for the curve. But you don't crank a model over on the banking the way you would for a full-bore bend on the road—not if you want to stay out of trouble. Gently and precisely, like a tightrope walker, you tilt it a trifle as the track falls away to the left and rises on the right. A degree too much and you must "hold off" for the remainder of the curve like a fighter pilot using top rudder to keep the nose on the horizon during a tight turn.

Each time the Matchless hit the concrete another line whipped into view, a broken line with alternate dashes of black and white. Painted on the turns only and half way between the yellow line

and the top rim of the banking, it appeared under the twistgrip. Together with the solid yellow line it prescribed my chosen path: above the yellow, which marks the border of the high-speed circuit, but not above the black and white—not at a mere 100-odd m.p.h. anyway.

Strangely the Matchless felt faster in the turns, though the rev-meter belied the impression. Why the delusion? Partly because centrifugal force pressed me harder on the machine and the machine harder on the track, partly because of the tilting of both track and Matchless, but mostly, I think, because of the way the concrete seemed to sweep under my wheels from above—as if I were rocketing up a slope of ever-increasing gradient.

Half way round the south banking, indeed, I repeatedly felt the Matchless slow a trifle and the rev-meter reading eased back to 6,000 r.p.m. We were heading slap into a gusty east-nor'-east wind and speed was down to 102 m.p.h. There it stayed for three-quarters of a mile along the next straight. Once or twice, as the wind strengthened, we slowed to a level 100 m.p.h. But on the next curve but one the wind was astern. Briefly the engine speed mounted to 6,200 or 6,300 r.p.m., giving 107 to 108 m.p.h. (though the speedometer tended to boast rather more). So it went on for 38 laps except for a momentary flutter of anxiety on the last two. Along the back straight the engine hesitated, then coughed a time or two before resuming full song. I groped for the petrol taps. They were wide open but fuel was getting low and occasionally starving the carburettor.

When Bob McIntyre told me the story of his wonderful record-

shattering 141 miles in an hour at Monza last November he left an overall impression of mental boredom and physical strain. My aims were more modest. After all, the fleetest six-hundred roadster is a vastly different weapon from a streamlined racing Gilera four. And the M.I.R.A. bankings are silky smooth compared with Monza's. But an hour is an hour in any country when you are screwed up like a ball to cheat the wind, and I feared my hour of full chat, like Bob's, would seem the longest ever. To my utter amazement it seemed more like 20 minutes.

In the first place, I had no need to fight the Matchless as Bob did the Gilera. Then there was the occasional interest of passing

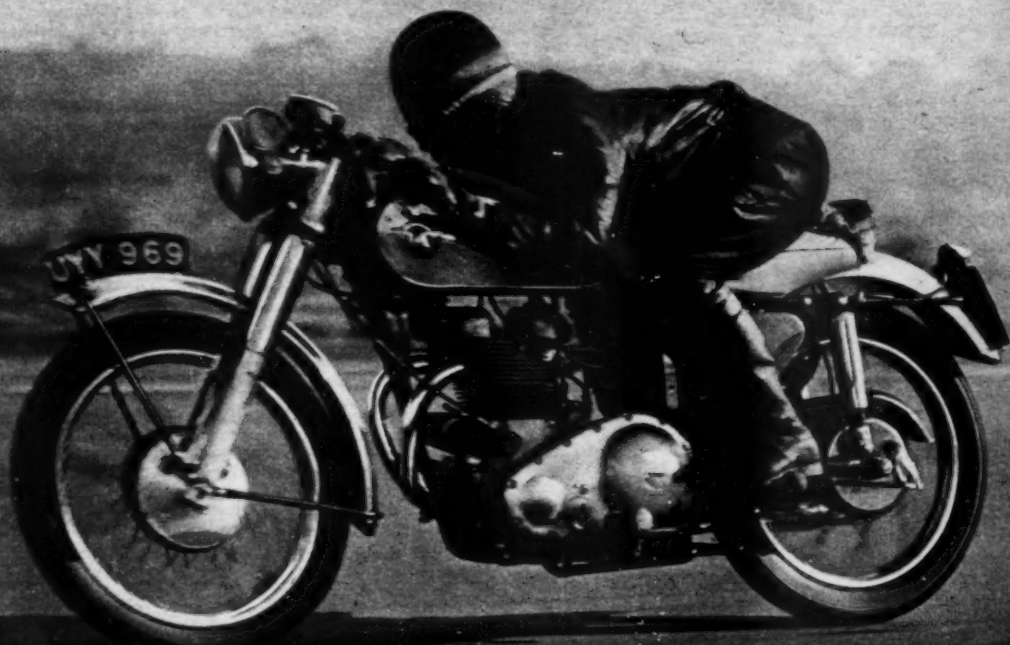
Accent on time. Jack Williams consults a brace of stop-watches while Sidney Pett uses a wrist watch. Alfred Simmons, resident Dunlop technician at M.I.R.A. (right), and his assistant, Albert Garland, just wait



all the Way

COVERS OVER 100 MILES IN AN HOUR WITH A FULLY EQUIPPED MATCHLESS SPORTS TWIN

At top speed on one of the straights, Vic Willoughby squints past the headlamp to maintain course alongside a broken yellow line





In the warmth of his car, international timekeeper Stan Nicholls checks the Sports Twin's progress. Right: Ancient and modern. Before the start of the Pioneer Run, the author and his wife chat with Harry Louis who rode a 1911 A.J.S.



Motor Cycle, 17 April 1958

other traffic, for the M.I.R.A. circuit is no closed race track but part of a comprehensive proving ground for the motor industry. Indeed, it was because of the high density of traffic in the morning (coupled with the fact that passing is prohibited on the bankings) that I delayed my ride till lunchtime. Again, the bankings are of different lengths (up to a quarter-mile) and so provide a mite of variety. And of the straights one is half a mile long and flat while the other two measure about three-quarters of a mile and undulate a trifle.

Another mild distraction was the bump—where the track has been disturbed for cable laying near the end of one of the longer straights. It was fun to wait for the Sorbo pad to jolt my chin without my seeing the bump in advance. A long, slow front-fork pitching was set up but faded out just before the south turn. All those things helped to keep boredom at bay, as did my attempt to keep count of the laps—I was one out in the hour.

But the biggest help of all was a signal every three laps. In a bay part way down one of the long straights, international timekeeper Stan Nicholls worked his Swiss chronometers watched by A.M.C. development engineer Jack Williams and racing mechanic Jack Emmott. From information supplied by Nicholls, Emmott

showed me the growing improvement on our minimum target of a 100 m.p.h. average from a standstill.

It was coming up to one o'clock when Nicholls motioned to me with one finger and I dropped the Matchless clutch. Not a rearing, transmission-caning getaway. Just an urgent, full-bore start. "Change up at 6,500 r.p.m." was Williams' final advice. The changes were deliberate rather than super-slick for we had over-tightened the twistgrip friction adjuster to prevent the throttle from easing back. Second gear was notched at 45 m.p.h., third at 66 m.p.h. and top at 92 m.p.h. From that instant the throttle stayed wide open till the 38 laps were done.

The Sports Twin was already at full gallop when we swept on to the first banking and the standing start cost us 10 seconds. Time for the opening lap was 1m 48s—equal to a speed of 93.9 m.p.h. It took the Matchless only three laps to fetch the average up to the magic ton. Another three laps and Emmott's signal read "102." From then on it was "2.2," "2.4," creeping up eventually to "2.9" and punctuated by "1" (time), "3," "7 laps to go" and "last lap."

Times for the flying laps were remarkably consistent. The majority took 1m 38s dead (103.5 m.p.h.) and most of the others deviated from that figure by only the odd fifth of a second. Fastest of all was 1m 37.6s—103.9 m.p.h. The overall consistency has nothing to do with judgment. It merely reflects the fact that the Matchless was on full chat from start to finish. The slight inconsistencies were due to fluctuations in wind strength from 10 to 20 m.p.h. Only the last two laps failed to conform to the general pattern: they took 1m 39.8s and 1m 40.2s as a result of the short bouts of fuel starvation.

It was not until the finish that I realized how cold I was. But there was absolutely no tiredness—the soft springing of the Matchless and the smooth M.I.R.A. surface saw to that. I expected to feel stiff after an hour's crouching but the only ache was a mild one inside the thighs and that soon vanished. Shades of the days of solid frames and girder forks!

And how did the Matchless finish? As clean as a whistle from stem to stern, save for a slight smear of oil around the filler cap and the expected spatter of grease thrown off the driving chain on to the rear-wheel rim. The Lucas dynamo was charging normally, the note from the horn was as strident as ever and all the lights worked except that the lead to the rear lamp was broken inside the bulb holder. There was no spillage from the battery, nothing was loose and the tool kit and tyre pump were still in place. The mileage recorder, however, had notched up nearly 10,000 miles.

The engine had consumed about three gallons of petrol (Shell premium) and a pint of oil (Mobiloil D). Wear of the Dunlop racing tyres (3.00×19in front, 3.25×19in rear) was negligible. Indeed, apart from topping up the tanks, all we did to the Matchless before it was ridden back to London was to slacken the twistgrip friction adjuster and turn the handlebar the right way up (we inverted it for the one-hour dash to give me a more com-

Cheeks distorted by the wind and head raised a trifle for vision on the banking





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comfortable arm position). Not even the plugs (K.L.G. FE 100s) were changed. Next day I ran the rule over the Sports Twin before using it to get out and about at Easter, but all I could find to do was to adjust the rear chain. Primary chain setting was spot on and the chaincase oil level correct.

I can hear the cynics bleating: "Come now; this is too good to be true. What was special about UYY 969?" The answer is "Nothing." In fact, I rode it from south London to M.I.R.A. the previous afternoon and crossed the great metropolis diagonally when it was choc-a-bloc with rush-hour traffic. True, the gearbox sprocket was one tooth larger than standard, thus raising top-gear ratio from 4.64 to 1 to 4.42 to 1. But that was merely to prevent the engine from over-revving when I was flat down on the tank top. Oh, sorry. I asked Jack Emmott to lower the pillion footrests 1½ in by welding on extensions to give me a wider hip angle when using them.

The large sprocket raised bottom gear from 11.84 to 1 to 11.27 to 1. But so tractable is the engine that, even with a pillion passenger, there was nothing tricky about the getaway. I am the first to agree, however, that the standard gearing is better for ordinary fast road work. That gearing was fitted when I first borrowed the Sports Twin in mid-March. I used it for the cross-London journey from home to office, for following Harry Louis, the Editor, on his 25 m.p.h. A.J.S. in the Pioneer Run to Brighton and for fast touring. And I must say it impressed me tremendously from the start.

I half expected a rorty, clattering device but found the Sports Twin to be quiet mechanically; and the exhaust note, though healthy, had the pleasant tone characteristic of siamesed pipes. Starting was dependable, even on full advance, and the engine idled with the best. But its most exciting trait by far was its eager response to throttle opening: the slightest movement of the twistgrip brought instantaneous results. From tickover right up the scale the pulling power was extraordinarily beefy. It was obvious right away that cylinder filling and combustion were very efficient at all speeds. So it came as no surprise to learn that the chief avenues of Jack Williams' development of the engine have so far been cam and port shapes with the joint aims of enhancing volumetric efficiency and induction turbulence.

The Sports Twin was, of course, introduced last year primarily for the American market and was not released on the home market until the autumn. Basically the model comprises a scrambler frame and a pepped-up G11 engine. Tyre equipment is optional according to the purpose for which the model is required. A quickly detachable lighting set is available. Compression ratio is 7.8 to 1 and both cylinders are fed from a single Amal Monobloc carburettor. The camshaft is of G11 pattern "rubbed a little

Another banking shot. The standard handlebar is inverted to fit a crouching position



here and there." (The G45 racing camshaft is a flop in the muffled Sports Twin engine.)

When Jack Williams first turned his attention to the Sports Twin engine it was producing 34 b.h.p.—on separate exhausts. Apart from saving weight and improving transmission accessibility, the siamesed layout bumped up the output by 2.5 b.h.p. Work on the inlet ports and cams gave a further 3 b.h.p. and enabled ignition advance to be cut back from 37 degrees to 34. Peak power occurs at 6,000 r.p.m. but even at 6,500 r.p.m. the output drops by only half a horsepower. Specific fuel consumption is 0.55 pints per b.h.p. hour at full power and is below 0.6 pints from 4,250 to 6,500 r.p.m.

But Williams is shrewd as well as meticulous. He knows the value of low-speed torque. Speaking of roadsters and racers alike, he says: "I would always trade 2 b.h.p. at the top for one at the bottom." So you may be sure the 39.5 b.h.p. peak is only part of the Sports Twin story. He likes his power curves "really fat in the middle." And, after my short acquaintance with UYY 969, so do I.

With obvious sincerity Williams protests that he has only just got to grips with the Sports Twin and development continues apace. Further progress should be well worth watching!

(N.B. Immediately after the Easter holiday our Technical Editor, Alan Baker, took the Matchless to the factory where he acted as witness while the engine was stripped down and inspected. "Nitor" comments on his findings on pages 484 and 485.)

Below left: The 592 c.c. Matchless Sports Twin is a high-performance yet tractable roadster. This picture was taken during the ride from London to the M.I.R.A. proving ground. Below right: Bert Willow checks tyre pressures before the start



Ride With a Camera



PAUL BLACK GIVES JUST THE HELPFUL ADVICE NEEDED FOR MAKING BETTER PICTURES ON TOUR AND AT SPORTING EVENTS

PHOTOGRAPHY and motor cycling make good companions. A camera affords priceless souvenirs of day trips, holiday tours and sporting events while at the same time enhancing one's appreciation of the countryside. Looked at the other way, if you are already bitten by the photographic bug, a motor cycle is the ideal means of getting about in search of subjects. This article aims to give a few hints to those who do not know all the answers—tips which should help you to take better pictures.

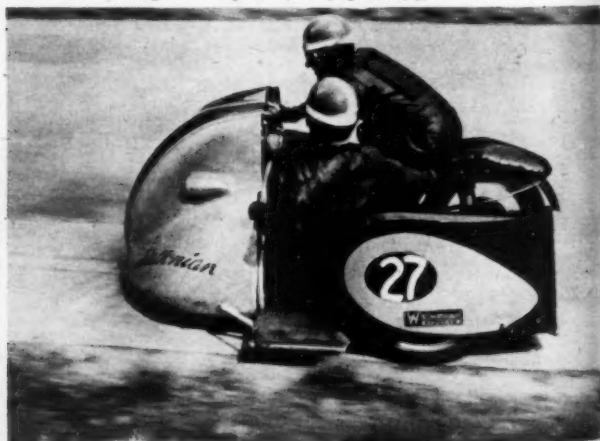
First, about equipment. Nothing really elaborate is required. The illustrations for this article were made with an ordinary folding roll-film camera taking pictures $3\frac{1}{2} \times 2\frac{1}{2}$ in. For £9 or so you can buy a similar camera in the more popular $2\frac{1}{2} \times 2\frac{1}{2}$ in size. It will have an $f/6.3$ lens in a three-speed shutter and with it you may tackle normal touring subjects and even get good action shots at road races, scrambles and the like.

An exposure calculator costing around 3s will solve the problem of what stops (apertures) and shutter speeds to use for various conditions. A light filter (X2 yellow) brings out cloud effects, giving them their natural value. For about 18s the filter can be obtained

combined with a lens hood which enables you to shoot against the light. When doing so you have to open up by one or two stops, of course, and make sure the sun does not actually shine into the lens. The *contre jour* (against the light or back-lit) effect is good and can be quite ravishing if your subject has blonde hair. Rather a luxury, perhaps, is a range-finder (about £1 15s) to clip on to the camera but it does save out-of-focus fluffs resulting from misjudgment of the distance. A small ex-W.D. haversack slung from the shoulder makes an excellent gadget bag. All told, the complete outfit need cost little more than £12. At the other extreme, for those prepared to accept its limitations, a simple box-type camera without accessories for about £2 will be suitable for many touring subjects in good weather.

What makes a good photograph? Not surprisingly, the answer is *light* and, in nine cases out of 10, *sunlight*. It is useless trying to make masterpieces on dull, gloomy days. But avoid taking your subject with the sun shining squarely on to it from dead astern of you. Livelier pictures result when the sun slants across the subject from one side. By the same token the best views come when the sun is low in the sky, as in the early morning or late afternoon. When photographing the latest model (mechanical or otherwise!), however, direct sunshine is best avoided. Open up two stops and wait until a light cloud comes along; or have the model shaded from direct sunlight though still lit by most of the

Left: Buildings and trees are photogenic as this scene at Luccombe in Somerset shows. Shutter speed was $1/100$ s and the aperture, $f/11$. Below: Frank Taylor racing with his Norton outfit at Cadwell Park, Lincs. An example of panning to give a sharp subject and blurred background. Speed $1/250$ s, aperture, $f/5.6$



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sky. This avoids dark shadows and screwed-up features. *Contre jour* lighting, as already recommended, achieves the same result.

Half the art of photography lies in recognizing good subjects, knowing what is photogenic and what is not. Unless you are using colour film (for which, by the way, a miniature camera—a 35mm, for example—is recommended), you may write off all subjects which depend on colourfulness for their attraction: reduced to black and white they will disappoint. Write off long-distance views over open, level country. Write off all distant views if the atmosphere is hazy (but slight haze can be cut out by using an orange light filter). Here are some subjects that *are* photogenic: buildings, trees, people (quite often!), mountains—especially when photographed across a valley from a high viewpoint—harbours, boats, bridges, rocks, cliffs and motor cycles.

In planning a tour, I like to read about the district in advance, listing what I want to photograph and including local customs and events besides objects of interest along the route. In these wayside photographs one's companions and the machine or outfit are often included. This gives an individual note to what otherwise might be no more personal than a commercial picture postcard. The machine, placed to one side, should face into the picture and one's friends should be doing something, even if only admiring the view, and not just saying "cheese" at the camera. Watch the background or you may get incongruous objects such as telegraph poles apparently sprouting out of people's heads!

By using a large stop you may throw the background out of focus and make your subject stand out crisp and clear. But you have to be careful over setting the distance. Pictures from the road are often better if taken from a high viewpoint such as the top of a wall, a bank or even a heap of road metal. When it comes to pressing the button, hard riders should remember what they have been told about camera shake. Few people have steady hands after a long riding spell and an exposure of 1/100th sec will be needed to avoid blurred pictures.

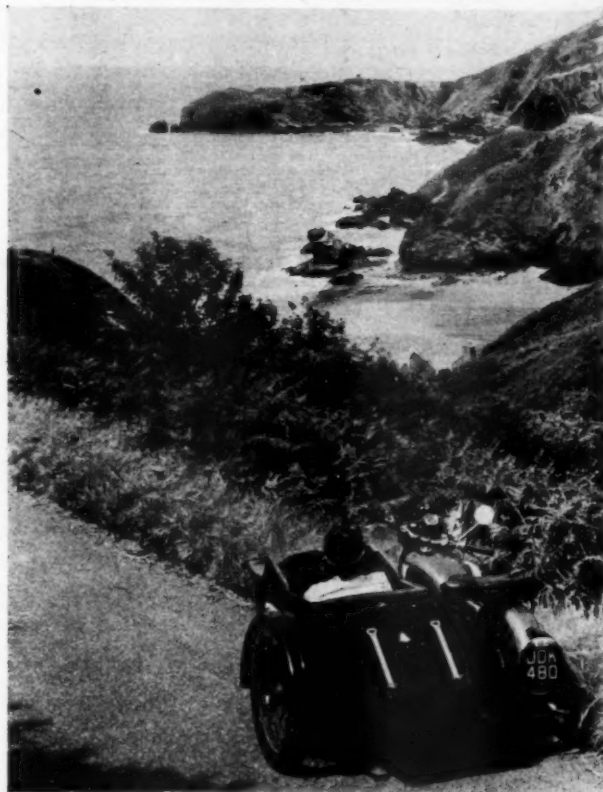
Motor-cycle sport offers endless opportunities for interesting photographs. Trials sections are easiest because you are close to the competitors and their speed is relatively low. From the chosen viewpoint the camera is focused on a rock step or other likely spot and the shutter release is operated as the rider reaches it; 1/100th sec is usually fast enough to avoid blur, especially if the rider is coming towards the camera. The same technique applies to scrambles except that you work at greater speeds and greater distances. Arrive early and choose a point where the riders will be slowed down by the terrain. Then use your fastest shutter speed.

At road races it is even more important to arrive in good time as the best vantage points are soon filled. A bunch of riders coming round together always makes a good picture, so the inside of a curve not too far from the start is a good choice. To acquire the art of panning, practise beforehand with an unloaded camera. As the riders approach, camera and body are swung to keep them in the finder and the shutter is released when they reach a pre-determined point (on which the focus has been set). Good, sharp photographs may be taken at 1/250th sec—sometimes even at

1/100th—and the blurred background enhances the impression of speed. As we are always reminded on such occasions, motor racing is dangerous and no attempt should be made, either at road races or scrambles, to pass inside the safety ropes or barriers. In the event of an accident, the photographer, intent on his camera, can be particularly vulnerable.

Whether sporting or touring in character, one's motor-cycle photographs are worth preserving. Mounted in an album they grow in interest as the years go by, serving to bring back happy memories that might otherwise be lost. It is certainly a good plan to ride with a camera.

A portrait of the Cardigan coast. The high viewpoint has made it possible to include the Panther outfit as well as the beach. 1/100s, f/11. All photographs were taken with a fast, panchromatic film



Tentmanship

EQUIPMENT AND CAMPING LORE: TENTS
AND FLYSHEETS: SLEEPING BAGS AND
STOVES: A COMPREHENSIVE REVIEW

BY RON COLE



Typical small cottage tent for two people



Cottage tent with ridge pole and main guys clear of the entrance

Below: Another cottage tent—this time with flysheet



"ALL I ask, the heavens above and the road below me." That line of Robert Louis Stevenson's carries the very tang of the open air. More and more people are taking to the country on their 14 days off and leaving the towns to the dance fans. Some are doing so, true, because an open-air camping holiday costs less than one spent cloistered in a plush, seaside hotel (it can cost so much less, in fact, that the price of a tent and most of the gear can be recovered in a single swoop). But that is not the main consideration guiding most wheels to the lonely places. The attractions of utter quietude, the pleasure of walking on springy turf and the novelty of living under canvas—these are the powerful magnets. Some motor cyclists look on camping with doubtful eyes and ask whether it is not a game to be played by specialists. How are they, for instance, to know what sort of gear to choose for their first-time venture? Let me try to answer their questions.

What type of tent? The answer is governed by three main factors: cost, the number it is to accommodate and the way in which it is to be transported. The least expensive but bulkiest tent is the ridge or cottage type, and the lightest and most easily erected the smaller, single-pole version known as the bell or pyramid tent. I emphasize that the size and type purchased should not depend solely on the capacity of the panniers. Two people, touring with one-night stops, can be perfectly cosy under canvas with a spread of six and a half feet by five feet, with walls of, say, one foot.

For camps of longer duration, when you intend to use the tent as a base, an extra foot on the width and a couple of feet on the overall and wall heights should be aimed at—the additional canvas will be appreciated by the end of your stay, for you will want to keep provisions in the tent and to eat under cover if the weather is wet. Good single-pole tents are priced from £11 upward, ridge models rather less—about £5 for the cheaper sort in the smaller sizes. Large, single-pole tents cost from £11 and the ridge type from around £7. You want to spend less? Well, a certain amount of ex-Service equipment is still available—and small ads in local news-sheets have secured excellent bargains for many campers. During any inspection, more attention should be paid to the weave than to the apparent thickness of the cloth. A thick material with a loose weave is less satisfactory by far than is a thin material with a close weave.

Those who make the most of our summers, who are away with their tents as often as possible, usually invest in a flysheet (a tent cover). The golden rule is that if you must economize, then the plot is to save money on the tent and to buy a flysheet. A few extra feet of overlapping canvas at the entrance to the tent, in addition to the normal foot or so at the sides and rear, make cooking a positive joy in boisterous or unkind weather. The additional cover keeps the tent cool in hot weather and prevents the heaviest rain from penetrating should the weather be wet. Yes, a flysheet is certainly a sound investment. How much does one

cost? In

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cost? In general, just about half as much as the tent it is to protect.

Broadly speaking, the smaller the tent, the more important are its wall height and the flysheet. In the same way an "A" pole, used instead of the more common vertical pole, is a not-to-be-missed asset at the tent door. Entry and exit are greatly simplified, particularly after dark. On that theme, too, a ridge-pole offers a somewhat similar advantage. It prevents that unbecoming sag at the apex of the tent and also permits guy lines to be kept clear of the entrance, since they can be pegged in a rearward and forward direction from their respective pole tops. Yet another advantage of a ridge pole is that coat hangers may be hung on it so that the creases can be got out of clothes quickly. Hooks and even small tables that may be fixed to tent poles are widely available.

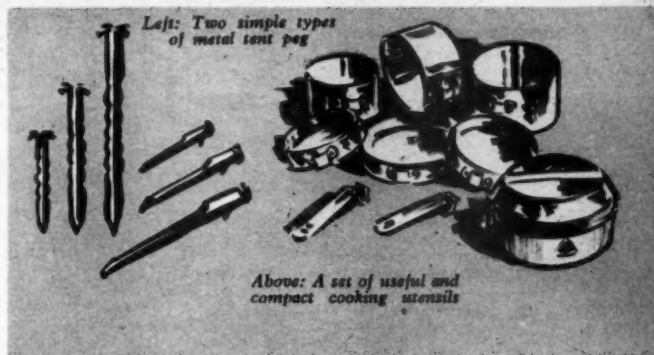
Metal tent pegs are the least bulky and can be driven home with one's heel—hence they are preferable to wooden pegs on at least two counts. Nylon guys or rubber rings obviate the old bugbear of hurried guy-slackening during wet weather. Groundsheets? They are available in waterproofed canvas (though that can be rather too heavy and bulky for solo campers), plain plastic, reinforced plastic and rubberized cloth. The last is probably the most satisfactory of the low-price sheets for occasional campers, chiefly because it is less prone to tearing.

A petrol stove is the most convenient for those with limited pannier space—unless, of course, the machine is a two-stroke and petrol rather than petrol is on tap. To use petrol in a petrol stove results in rapid carbon build-up in the jet; manufacturers even frown on leaded fuels. Paraffin and meth cookers demand an additional container in the kit for fuel. Gas stoves are superb—until you run out of fuel in lonely territory on the Sabbath and are forced to resort to a wood fire!

Of the petrol variety, the so-called vertical models, with the burner mounted atop the container, are less prone to overheating of the fuel tank than the flat type. And should the safety valve be brought into operation, the escaping gas is well away from the flame. With flat stoves the safety valve is rather nearer the jet. You can buy a good camp cooker for about £2 2s.

Many uninitiated folk have the idea that camping is a matter of "living rough and not washing," to quote an acquaintance. In fact, a plentiful supply of water is one of the essentials of a successful camp; and it can literally be had on tap. Several manufacturers now market plastic or collapsible fabric water carriers complete with a drain cock and a handle. When such a container is hung in the shade the contents are kept remarkably cool. The price is about 17s 6d. Buckets in the same materials and also of canvas are available in plenty at a price in the region of 10s; choose one narrower at the top than at the base, since it will stand more readily. Canvas buckets are seldom completely watertight until the material is thoroughly saturated so, to play safe, they should always be left outside the tent.

And what about the distaff side? The average household cooking vessel takes up too much space, especially if you are travelling



Left: Two simple types of metal tent peg

Above: A set of useful and compact cooking utensils



On the left is an "A" pole for the tent entrance and on the right a single pole fitted with clothing hooks and a table



Below: Light and easily erected—a single-pole pyramid tent

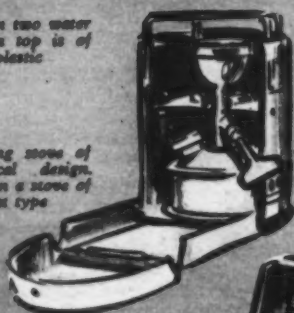


Above are shown two water buckets; that on top is of inflatable plastic

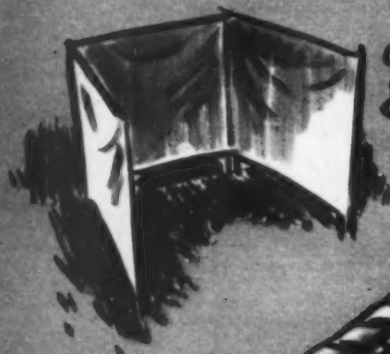


Another water carrier—one that is sealed and fitted with a handle and drain cock

Right: A cooking stove of orthodox vertical design. Below it is shown a stove of so-called flat type



Fire-resisting cloth shelter for a cooking stove



For warm comfort 'mid darkness and dawn—a quilted-type sleeping bag

by solo. Nesting billys are rather expensive—between £2 and £2 10s—but they are a good investment. Packed, they go into a space of about 5in high by 8in in diameter. But do have them opened up on the shop counter and make sure that the weight of the handles won't cause the pans to tip when they are nearly empty. Mopping up congealed fat is not fun!

Thank goodness it should never again be necessary to treat lips burned by aluminium cups. Plastic "crochery" is the thing nowadays and so are plastic containers of every sort and size. Screw-top jars are almost a must today for they not only keep insects out, but they also keep their contents securely inside while you are on the move. For those who camp on a shoestring, screw-top jars can usually be filched from the home food store subject, of course, to madam's approval. Many campers prefer to use thick china-ware plates for their main meals. They mark with knives less easily than do plastic dishes and they can be heated before the food is served by placing them on top of a steaming billy. They travel quite safely if packed with spare clothing.

But eating out of doors is only one of camping's attractions. Sleeping in a tent, too, provided you have the right equipment, can be great fun. Sleeping in blankets or in a sleeping bag laid on a groundsheet, however, is not the best way of spending the hours till dawn. A bed of sorts is much to be preferred. Air beds are the job. They are the least cumbersome to transport, are warmer than camp beds, since there is no circulation of air beneath them and, costing just under or just over £3, they are the cheapest to buy. Do not have too much air in your bed, by the way; when you are sitting on it you should feel the earth beneath. It will then be found when you lie down you are completely insulated from the hard lumps. And you won't roll off either.

Of the actual body coverings, a sleeping bag is undoubtedly the warmest. Of the varieties, the blanket type is the least expensive but also the least warm; padded Kapok, feather-filled and down-and-feather-filled bags follow in order of increasing warmth and, alas, in order of increasing cost. Good sleeping bags are available in the £3 10s to £6 10s range. A bag with sheet inner and a pocket at the head to take your woollies is a first-class investment. A sheet inner also has the advantage of being much easier to launder, for sleeping bags should certainly be washed thoroughly at the end of every second season. That newspaper, by the way, bought to keep you abreast of the cricket scores, will provide appreciable extra warmth if it is placed under your air bed. Waterproof clothing will also do more good there than piled on top.

An excellent method of cajoling a padded sleeping bag into the smallest volume is to kneel on it as it is rolled up—no, this is not a piece of Gooenry—and to spring rubber bands cut from an old tube over the resulting roll. It is possible by this means to convert a six-foot Kapok, feather- or down-filled monster into a roll of four to five inches in diameter by a foot or so long. This is another advantage of the feather- or down-filled bags over the others; they can be rolled into a third of the volume.

Lists of camp sites are available to members of the R.A.C., the A.A. and the Camping Club of Great Britain; membership of the last is now in the region of 30,000.

Subject to local bylaws, the majority of British farmers will allow casual camping on their land (requests should be made to the back door of a farm). Having located your site, try to arrange the tent entrance so that it is sheltered from the prevailing wind, but don't pitch directly under overhanging trees, because large blobs of moisture falling from the branches are likely to spray through the canvas.

Squeamish about insects? Today there are preparations guaranteed, so they say, to keep away anything less ferocious than a mad bull. Where tap water is not to be had, water in running streams is usually harmless, especially if coming from higher, uninhabited areas. If there is the slightest doubt, boil it before drinking. Condensed milk can be obtained in convenient tins. If you prefer fresh milk you should carry a container since retailers are reluctant to give bottled milk to passing travellers. Packaged soups that need only the addition of water taste wonderful of an evening. These are available in mushroom, green pea, tomato, asparagus, chicken-noodle and spring vegetable; there is no lack of variety. Dried carrot, onion, vegetable-salad and potato will all help carry you over a weekend and enable you to laugh at closed shops. Water and heat are the only essentials, for one small packet very soon becomes several large platefuls.

There, then, you have it. Whether your choice is Scottish loch or glen, Welsh mountain or river, Cornish cove, the sea, the rolling downs, or anywhere else that fancy takes you, your camping holidays will be among the best you have ever had!

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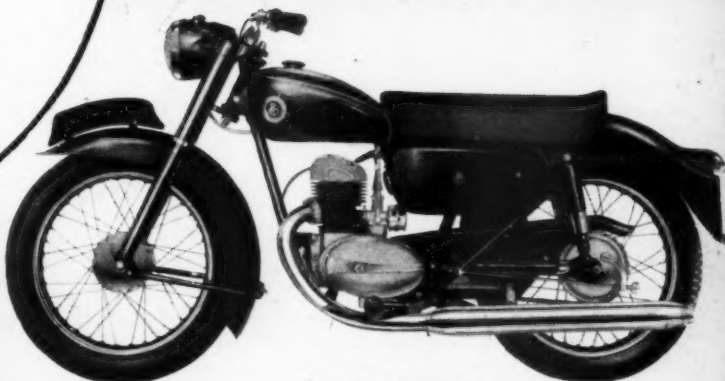
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Over the Channel!

Dos and Don'ts for Intending
Continental Tourists Passed On by
Members of the World-famous
International Motorcyclists Tour
Club to BOB CURRIE

... and off we go. The "Cote d'Azur" steams off for France while the "Canterbury" prepares to welcome a fresh load

Map expert Bert Norway explains a point to the forum. Seated are Brian Maxwell, Peter Cornes, Joan Hazlewood, Gordon Harris and Bob Currie



WHEN it comes to touring abroad, those who wear the blue-and-silver badge of the International Motorcyclists Tour Club are right on the ball. Foreign travel is their main object and members meet regularly to swap experiences and to pass on tips picked up in the course of their forays into cross-Channel territory. There is simply no group better qualified to brief a novice—and that is why five members of the Midland section were gathered round a table, armed to the very teeth with maps and guide books.

The five comprised Peter Cornes, Bert Norway and Gordon Harris, Joan Hazlewood—an experienced soloist—and Brian Maxwell, who was counting the days until his Triumph was Austria-bound on its first foreign trip. The meeting was largely for Brian's benefit, but the advice passed on might well be digested by any enthusiast keen to see white mountains and the sun.

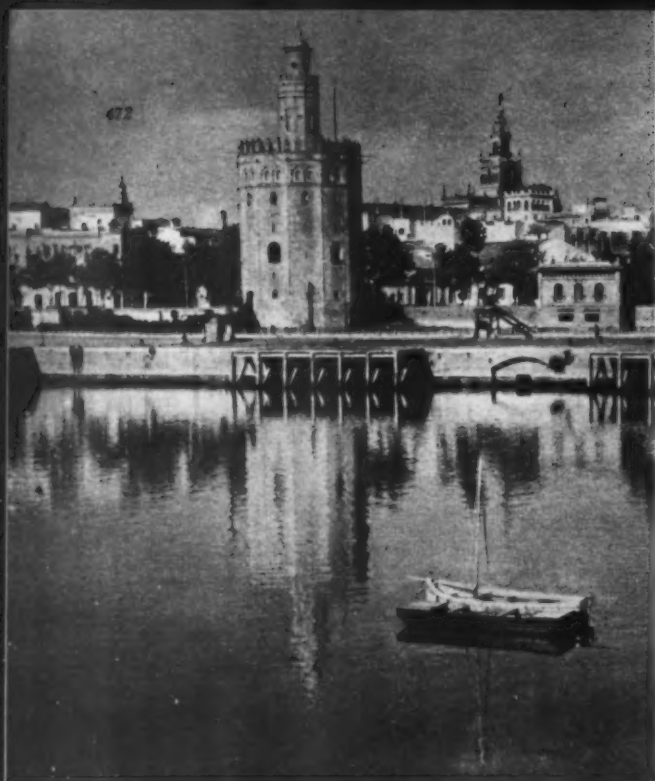
First, then, to the necessary preliminary work. If you are travelling in a group (or with a sidecar outfit or three-wheeler),

your cross-Channel booking should be made well in advance. That is particularly so if a weekend crossing at the height of the holiday season is intended. Should you be travelling alone and on a solo you are rather better situated. Accommodation can be found, almost at a moment's notice, even on the most crowded steamer and on aircraft, too.

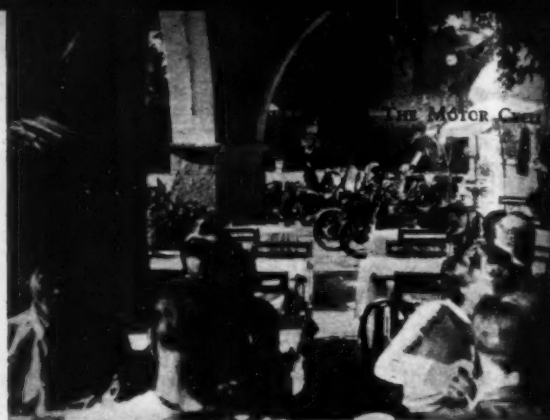
Air or sea ferry? The choice is up to you—and there is little enough in it where fares are concerned. But air travel has the overwhelming advantage of speed; within 20 minutes of leaving Lydd you can be on French soil. Further, as Joan pointed out, it takes less time by far for an aircraft-load of passengers to pass through the customs than it does for a boat-load. Still, countered Peter, for first-year types the sea crossing does hold an exciting, going-abroad atmosphere—a *mystique* almost—that can be felt the moment the gangplank is raised; and first impressions count for a lot.

Until only a few weeks ago documents played a large part in foreign touring but now Austria, Belgium, Denmark, France, Holland, Luxembourg, Switzerland, Sweden, Western Germany and Yugoslavia have all waived the need for a carnet or triptyque—a form of passport for one's vehicle. First-timers should note, however, that wherever they travel, they must take with them the log books for their machines, together with their full, valid British licences. For Norway, Italy, Spain and Portugal—all popular touring grounds—a carnet is still necessary. You can obtain the documents by your own efforts but a vast amount of paper work is involved. Far better to become a member of either the A.A. or the R.A.C. and let them do the worrying for you. For other reasons, too—get-you-home services in case of breakdown, guidance on routes and accommodation—it is advisable to belong to one or other of the motoring organizations.

Insurance? That can present something of a problem. Uninsured riding is allowed in some popular countries (France and Italy are examples) but injured natives can claim heavily



Above: Seville, the River Guadalquivir and the 13th-century Tower of Gold are favourites with tourists to Spain. Above right: Continental holidaymakers breakfast on a hotel terrace in the Basses Alps. On the right is a corner of a bay on the beautiful Lake Como, in northern Italy



whether a visitor involved in an accident is insured or not. The wise plan, obviously, is to insure before setting off. And that's where the problem arises. Not all companies provide continental cover. So would-be travellers are faced with the task of finding a broker prepared to supply the necessary cover for the minimum: three-month period. A Green Card, as the continental policy is called, may cost anything between £2 and £7. Perhaps the simplest plan is to change to a company that undertakes international insurance or to pay cash at frontiers as required. Yes, you may do that. But you should do so only as a last resort. To insure before you leave should always be the aim.

Choice of a destination and the extent of the tour will obviously depend on the cash available (and, to some extent, on the size of your engine). But during the first day or two abroad things should be taken easily; 300-mile daily averages across flat country are well within the scope of I.M.T.C. types—but even 180 miles can prove tough for a novice on a small model. Visualize, if you can, a tyro crossing the Channel by a night boat. He will probably be far too busy with his thoughts to sleep, and so tire early the next afternoon. On her own initial trip Joan Hazlewood covered only 50 miles the first day—but it was enough to initiate her into the sights and sounds of foreign travel.

First-time tourists are often in company with more experienced riders. In that case the leader must recognize the limitations of newcomers and plan accordingly. Brian does, indeed, intend to go with friends, all of whom have been to Austria before; Bert Norway approved that decision, for should trouble arise then help is immediately available. What if individuals prefer to ride alone? Then they should agree to meet at intervals, and to link up certainly at the destination for the night.

Maps? Bert, the expert, recommended a map of the intended touring ground equivalent to our three-miles-per-inch scale, plus a more general map (roughly 20 miles to the inch) for long-distance route planning. Most of the larger bookshops in Britain stock continental maps. More than that, some can be obtained free on application to the foreign touring services of oil companies such as Shell, B.P. and Esso. Local maps may be collected from filling stations throughout Europe.

Brian seemed to be particularly worried as to whether he could

make himself understood abroad. He was quickly reassured by Gordon Harris; sign language is universal and a simple phrase book can smooth over many difficulties. All the same, suggested Joan, it is wise to learn to count up to 10 in the language of countries to be visited. Her own tip was to prepare postcards with, in one column, various amounts in English currency and to set against each the equivalent in foreign coin.

Always, advised Gordon, spare a moment to work out the equivalent cost of anything, and to check over the change received from a note. The price of fuel per litre is clearly marked on each pump—and a litre can be roughly reckoned as one-fifth of a gallon. Don't conclude from all this that foreigners are out to take advantage of innocents abroad; tales of wicked hoteliers and shopkeepers are very much exaggerated. It is merely that a little thought at the time of each purchase helps to promote a better understanding of the local currency.

It was generally agreed that the bulk of one's "holiday money" should be taken in travellers' cheques of which the £2 denomination is the most convenient. Ready cash will also be needed—say £2 in local currency for each country to be visited and £3 or £4 for France, which will probably be crossed on both the outward and return journeys. A fair margin for safety should be kept; it could be that the homeward-bound plane is unable to take off because of fog—which means that money may have to be found for an additional night's accommodation.

Changing travellers' cheques presents little difficulty although, particularly in France, times of opening and closing of banks can vary from town to town. Time of arrival plays a part for, as Gordon pointed out, tourists landing in France on a Saturday may not find a place, other than at the port or airfield, a big hotel or restaurant, where a cheque can be cashed until Monday morning. But here is a point worth remembering; many main railway stations have currency exchange offices. The best advice, perhaps, is that one should never let one's currency dwindle until only a few francs, marks, lire or what have you remain.

Railway stations are important in another way, for round them can usually be found hotels offering cheaper rooms than are available in the town centre. Gordon recalled that on his first foreign tour he was apt to start worrying in the later part of the afternoon

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about accommodation for the night. All novice tourists go through that stage. But no matter how small the town, there is usually no difficulty in securing a room even as late as 10 or 11 p.m.

Joan had further advice to offer. When roadburning is the aim on the way to, say, Spain or Italy, the choice of a hotel may be left until very late. But on a more leisurely jaunt it is pleasant now and again to settle in early, wash, change and take the air on foot. Avoid the bigger towns, where charges can be high, warned Peter; if a big place lies ahead, it is preferable to turn off the main road 10 or 15 miles before reaching it, and look for a smaller town or village in which to lay one's head.

Members of the I.M.T.C. have their own booklet of recommended stopping places but in France any motor cyclist cannot go far wrong if he seeks out places which carry the *Les Routiers* sign. A *routier* is a long-distance lorry driver and halts provided for his comfort are clean as well as inexpensive. A list of *Les Routiers* houses may be obtained from the French Government Tourist Office on request. The address is 179, Piccadilly, London, W.1.

In most foreign hotels the price quoted for a room does not include meals, but for a stay of three days or more, favourable *en pension* terms can be obtained. An even better idea, suggested Joan, would be *demi-pension* terms—if the hotelier will agree to the arrangement. Lunch is not then included in the cost and the whole day can be spent touring the locality. One further point: ask to see your room before clinching the booking—hoteliers abroad will expect you to do just that. And don't worry about tipping the staff; the general practice is that a 10 or 12 per cent service charge is added to the bill.

Café meals can be costly. It is therefore better to forgo a hot lunch and to budget instead for a picnic meal. Fruit is plentiful and cheap and the typical continental loaf, together with sliced ham, can be readily bought. For a drink, Joan usually carries a can of powdered coffee, and a vacuum flask filled with boiling water before leaving the hotel each morning. As an alternative, advised Gordon, stop for a long, cool glass of citronade—but avoid minerals in the heat of the day, especially if you are in the deep south.

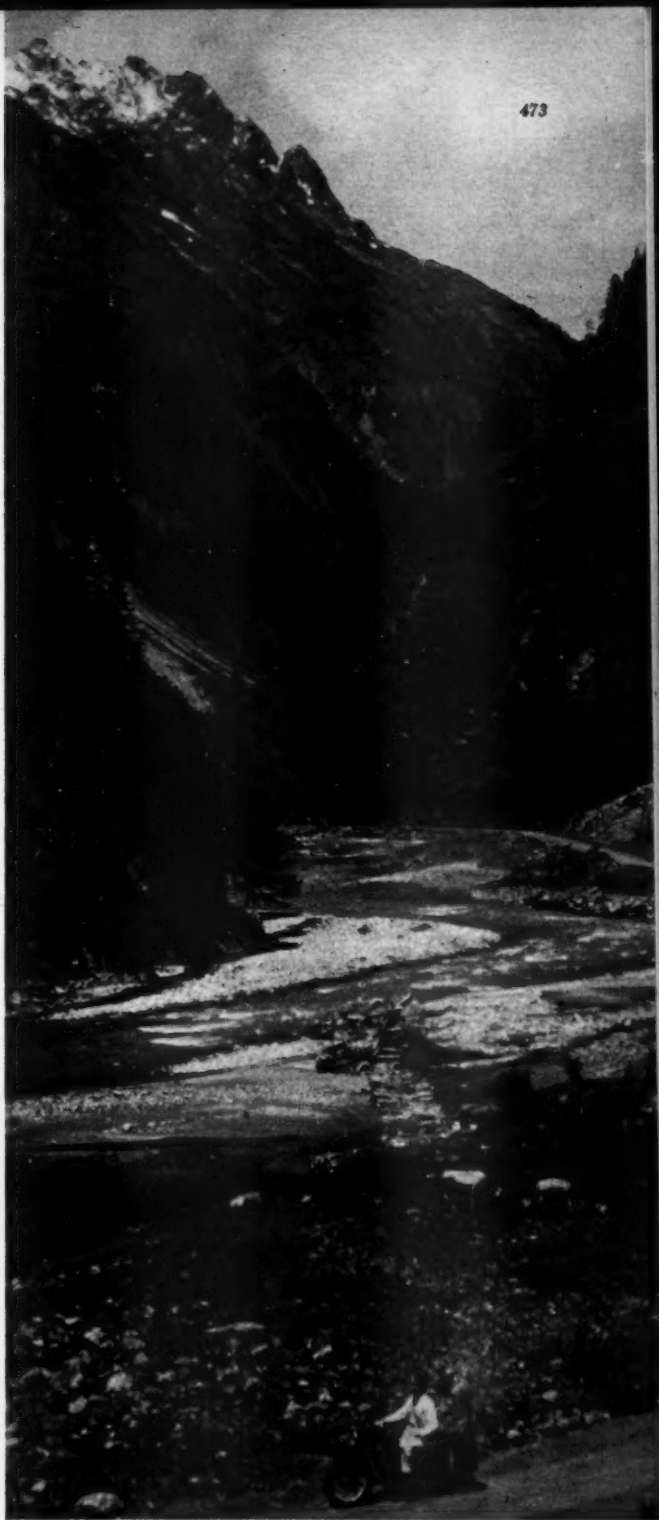
Trouble on the road? Well, yes, it can happen—but no more frequently than at home. All too often first-timers take a stock of spares that are never needed. Obtain from the manufacturers of your hogbus a list of their agents. And remember that village mechanics are generally highly skilled in the art of making-do, and perform wonders in a very short time.

Brian intends to fit new chains immediately before leaving home, and to tape into place spare front-brake and clutch cables. Don't forget a set of chain spares—and an extractor—warned Gordon, and that since the heat of a continental sun can cause tyre patches to lift, fit new inner tubes too, or at least ensure that repaired tubes are vulcanized. Rubber bands, a roll of insulation tape, a coil of wire, some assorted nuts and bolts, a length of electric cable—all are likely to come in useful.

Properly packed luggage should not come adrift. Gordon plumped for pannier boxes, Joan for canvas packs into which more equipment could be crammed. But both agreed that one readily accessible pack should be reserved for overnight kit; Bert remarked that he had seen novices struggling to unpack their entire luggage to reach a pair of pyjamas. Aerolastics are useful for securing discarded heavy outer clothing. Bert's own plan is to carry an empty kitbag into which helmet, gloves and riding suit are placed, a metal handle locking it to his machine; the bag is also useful for bringing home things bought abroad, for which no room in the panniers has been left.

Dust can be a problem abroad so many I.M.T.C. types fit wind-screens. Peter's suggested riding kit is a two-piece suit (carried on the tank in hot weather) beneath which are light, one-piece overalls which prevent dust getting through. Such synthetic fibres as nylon and Terylene are recommended for clothing since they are less liable to be creased and are quickly washed. Coloured shirts, declared Peter, can be worn longer without showing the dirt, but Bert preferred a couple of good-quality nylon shirts, to be washed on alternate days. From a woman's point of view, said Joan, blouses are best left at home and replaced by jumpers of cotton or knitted nylon, together with a Terylene skirt; slacks should be worn while riding.

The final advice to the intending traveller is to get together all that is required for the trip—and then to throw away three-quarters of it, stow the rest on the machine and spend a weekend on a practice trip. It is surprising how much you can learn in a short time—particularly how inessential "essentials" really are!



Scene from the Ötztal valley in the Austrian Tyrol. Famed for its scenic beauty, the entire valley is flanked by peaks and glaciers of the Ötztal and Stubai Alps

YOU will agree that, even in mid-summer, it can be chilly around dawn. So the previous evening a string vest had been laid on the chair beside my bed. Now, the vest beneath my ordinary clothes, and stoked up with a boiled egg and three slices of bread coated with unsalted butter, I started putting on my riding kit and paused—yes, a raincoat beneath my large, loose-fitting coat might not come amiss: there is nothing to equal insulating layers of trapped air for keeping in one's warmth.

The hands of the grandmother clock pointed to 4.25 as I slipped quietly out of the front door. Then, an equally quiet opening of the shed we euphemistically term the "garage." My six-fifty had been filled up the previous evening. The tank holds approximately four gallons. Two hundred and twenty, 240, 260, 280 miles? It will depend on how eager my right wrist is, and on the weather. The forecast last night was good, so here's hoping!

But I have not said what I proposed doing. What I sought was to repeat once again something which has given me more happiness than almost anything else: a 170-mile summer's morn ride down to the West Country, a ramble over the hills and through the wooded combs of Exmoor and then, my lungs full of fresh air and all the cobwebs blown away, an amble homeward ending, maybe, around dusk—simple, perhaps, but in the saddle of a lithe, lusty, large-capacity twin, so full of meaning and joy.

Throttle an eighth open, a gentle prod on the starter pedal—at the second prod the engine continues to fire. Up through the gears, with the throttle slide little more than off its stop, and into top at 25 m.p.h. or thereabouts. We are in London's suburbia; folk will be asleep and, so far as my passage is concerned, will remain asleep. At this time of the morning there is next to no traffic, only a few heavies—mostly milk lorries. A few miles on and we are at the start of the Great West Road. Many changes have been made since my first trip to the West Country. Then there was merely a single-track road. Now they are even building a flyover. The speedometer needle swings gently round its dial. With the 4.52 to 1 top gear, at 50 and 60 there is no more than a burble from the twin exhausts. Is there anything to equal a big solo, with its lack of fuss and general effortlessness? "Long Legs," some say; I agree.

On the Great West Road extension there are stretches where no one can be disturbed. Just near the Champion plug factory the traffic lights are red; they act as a gentle reminder that there are others on the roads. Here is a piece of road where there are no side-turnings. The throttle is flicked open. Sixty, seventy, seventy-five. But today's run is to be savoured; it is not a mile-eating contest. The speedometer needle drops back to around the 60 mark.

Staines, over the Thames, the Egham by-pass. On the right is Runnymede. Thoughts fly to lazy days beside the Thames: picnics, other motor cycles to examine, colourful gardens. Now up the hill out of Egham. What a zestful, zipping stretch fol-



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In Mid-summer Starting at 4.30 a.m.

By "ROAMER"

lows—bends on which it is a joy to heel over. Gently through Sunningdale. On this perfect June morning the air is a tonic; already I feel a freshness I have not felt for weeks. Now past the Jolly Farmer and down into Camberley. A pity that the "30" limit is so long. At last, Hartford Bridge Flats—Blackbushe Aerodrome, nowadays—and since there is still very little traffic one can zoom along just as in the old days. I slow half-way across and cock an eye at the aircraft parked near the roadway. Some of those on the left have much more meaning for me than the serried ranks of B.O.A.C. airliners that were to be seen early on, near Champions, because here are old friends that remind me of holidays on the Continent: yes, Silver City Bristol freighters.

Hartney Wintney, like Camberley, brings memories of scrambles. Then the twisty run to the outskirts of Basingstoke—just the road for a solo. But, stay: which route shall we take now? To the left is the Basingstoke by-pass—in spite of widening, still designed for the traffic of yesterday, not today and, most assuredly, not for tomorrow. To the right is Basingstoke and if we turn right towards the end of the town we will be on the B-class road to Whitchurch and Andover, the road which used to be the main road.

There is no question as to which we take. On a solo, it is

the right exhilaration is superlative. That climb fairly of cut-back most on and, with

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the right-hand one every time. It has glorious ups and downs, exhilarating bends and brief straights, and the wooded scenery is superb. There are few, if any, stretches of road I enjoy more. That climb at Hurstbourne Priors is a joy. Thirty m.p.h. at the fairly open cross-roads at the foot; 40, 50, 60, 70 . . . Then a cut-back for the bend at the top. The machine I have enjoyed most on this particular hill is a Square Four; one left it in top and, with a twist of the grip, zoomed straight up.

So to Andover. The time now is barely 6 a.m. Hence there is still very little traffic and there is no point in turning right at the cross-roads a mile or more before the town and using the byway route to Weyhill. Tonight, on my return, if the bottleneck promises to cause a holdup I shall use the alternative route in reverse. Soon after Thruxton, of road-race fame, we emerge into the type of country that is the Salisbury Plain one pictures—wide, open, sparsely populated, with here and there lovely little villages: only one town in miles, Amesbury.

The miles tot up. Just before Chitterne, some 12 miles beyond Amesbury, there is a right-hand bend which I always adjudge to be half-way to Porlock. Warminster, Frome, Shepton Mallet, Glastonbury—pastoral, pleasant and, with the ups and downs and bends, all a joy to the rider of a lively solo.

Shall we turn left soon after Street and make for Taunton or carry straight on to Bridgwater? Both routes to Exmoor are delightful. This time I decide to go via Othery and Taunton—over King's Sedge Moor. A low-lying road this, on which I have several times zipped through flood-water. The reason for taking this route is that it leads to Bishop's Lydeard and, if one turns left a mile later, there is a glorious run along the top of the Brendon Hills to Wheddon Cross. Then to Dunkery—but my thoughts are going faster than my six-fifty. . . .

We skirt Taunton. Do you, like me, give full marks to whoever is responsible for the big notice boards saying "Taunton. Busy Streets. Please be patient and helpful"? What a contrast with those idiotic ". . . welcomes careful drivers" or, worse still, "Watch your speedometer," when the one place for your eyes and attention is on the road. Taunton's notice is in tune with my thoughts. Then up on the Brendon Hills, with, here and there, a brief view of the sea. Early on the road is narrow. The bends are blind and numerous. It is a case of going slowly between the high banks—yes, banks decked in colour. Is there anything more lovely than the lanes of West Somerset with all their wild flowers?

There are fast stretches on the later part of the run to Wheddon Cross. Then over the blind, between-houses cross-roads with its Halt signs. Before one can see that the way is clear one's front wheel seems well into the main Minehead-Exeter road! Past the start of the now famous Easter-tide Beggars' Roost Trial and straight on to Dunkery Beacon. The road climbs on to the moors. To the left is the Beacon, the highest place on Exmoor. Even the road reaches over 1,400ft. Then down the other side with, straight ahead, views over the sea to the Welsh coast and, to the left and right, acre after acre of heathland, plus wooded combes. Beauty unspoiled! Along to Porlock with its lovely thatched cottages. It is only 8.30 a.m. What about zooming up the famous hill, admiring the view from the top and then dropping down for a second breakfast?

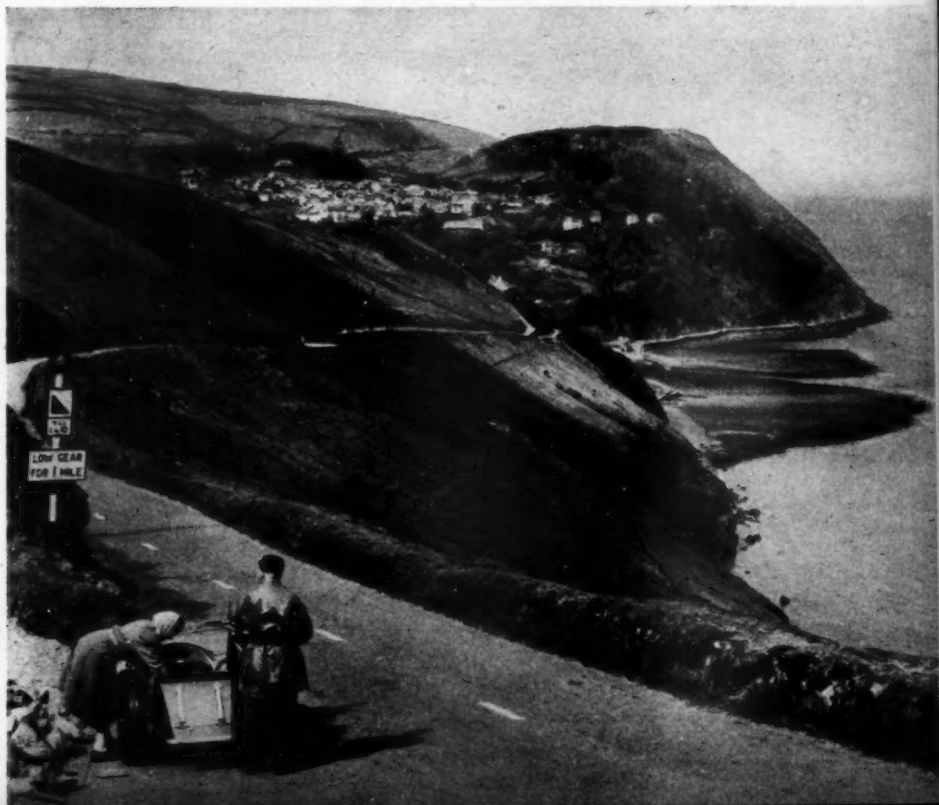
With 650 c.c. and good torque low down, no doubt one could climb the hill in second, but the zest lies in rounding the first hairpin bend in bottom, opening up hard immediately the model is vertical—full song, and then into second. In what seems a moment one has stormed up the straight leading to the left-hand hairpin. Here into bottom again and hug the grass on the left; the gradient on the inside looks like the roof of a house. Up we go. Gently towards the summit; shall we see a stag near the road to Exford? No, not this time. I park the model and sit on the heather, quietly puffing a cigarette and admiring the view. Perfect peace. Then down the hill again for breakfast. Afterwards a glance at the shops, plus the purchase of a tin of cream.

Now what? Yes, let us climb Doverhay and carry on over the moor to Hillhead Cross. Is there a lovelier run in all England? Doverhay, with its 1 in 4 and hairpin bends, demands concentration even though one has climbed it a score of times. Then comes the amble to Pool Farm, with a dip into a glorious combe en route. Right and right again at Hillhead Cross and back along the high, moorland road to the top of Porlock. Then left for Lynmouth and Lynton.

Soon we are in Devon and dropping down Countisbury. What a gorgeous view there is, and how one can sweep down the hill and, thanks to the excellence of motor-cycle brakes, start pinning down the model only when one approaches the final, very steep stretch. Up Lynmouth Hill, the one-time terror. "Lynton" we used to call it. Then along to Barbrook Mill which, with the new roadwork, is hardly recognizable. Yes, you are right: I am heading for Beggars' Roost, but the steep climb is a very different proposition from what it is at the time of the Land's End Trial. Now there is a smooth path free from rocks. The climb is easy—too easy!

I have reached my turning point. I return to Lynmouth via the Watersmeet Valley, linger among the holiday crowds. Then a latish lunch.

Shall we go back the way we came? A road always seems fresh when taken in reverse. Gently to Porlock, but this time straight on, past Selworthy, skirting Minehead and to Bridgwater. Then Glastonbury again. There is no mile-eating. The day is still perfect and I am happy and contented. So back home, arriving soon after eight. Four hundred glorious miles: another day to remember when the nights are long. . . .



Above left: The rising sun turns the telephone wires to threads of silver. Right: "Soon we are in Devon and dropping down Countisbury"

THE MOTOR CYCLE, 17 APRIL 1958

determined

The Greeks had a word for it . . .

AUTHADES. Perseus a son of Zeus possessed many enviable and outstanding qualities. No matter how great and difficult the task, he overcame it with strength and courage.

Nortons have a word for it . . .

Dominator 99. The machine is the end product from many years of development. Possessing many outstanding qualities. No matter how great the task it's set the '99' will dominate them all.



NORTON MOTORS LIMITED



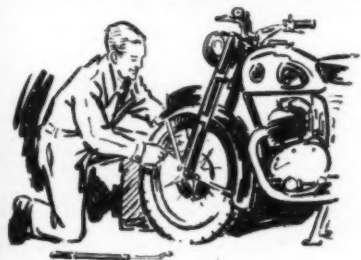
BRACEBRIDGE ST. BIRMINGHAM

Cylinder-head Joint

I AM UNABLE to cure a leaking cylinder-head joint on a secondhand 350 c.c. overhead-valve single I have just bought. Tightening the retaining bolts really hard makes no difference. I note there is no cylinder-head gasket. Is this in order? Norwich. R. BOOTH

Since you do not specify the make of your machine, it is impossible to say whether a cylinder-head gasket is standard or not; some engines use a gasket whereas others have a ground joint. The makers of your engine will advise you if you write them quoting the engine number (usually stamped at the mouth of the crankcase left half).

If a gasket is not standard, the leak can be cured by grinding-in the joint. There are usually two pairs of mating faces and the joint is most often made by the narrower pair (though it is as well to consult the makers on that point too). To grind-in the joint, smear valve-grinding paste thinly on both faces—fine paste on the joint face, coarse on the other—of the cylinder barrel, then lower the head and rotate it back and forth several times through about 90 degrees. Occasionally



lift the head, redistribute the paste and repeat the grinding. Almost needless to say, every trace of paste must be washed away afterwards and none must be allowed to get into oilways, threads or other parts of the engine.

The barrel must be supported firmly during the operation; if it is left in place on the crankcase, position the piston at bottom dead centre and stuff the barrel with clean rag. If there are any studs screwed in the mating faces they must, of course, be withdrawn first and refitted later, using two nuts locked together on the threads for the purpose. During the grinding the empty threads should be filled with small pieces of rag.

On cylinder-head joints which employ a gasket, grinding-in the head and barrel faces before fitting a new gasket will often cure a leak when the fitting of a new gasket alone has failed to do so.

G.B. Plate

FOR A continental tour this summer I would like to use a G.B. plate of aluminium. It is about half the size of plates issued to members of the motoring organizations and has embossed, unprinted letters against a black-enamel background. It is much neater than the

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Question and Answer

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OUR INFORMATION service is open to all readers. Questions should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and, whether intended for publication or not, must be accompanied by a stamped addressed envelope for the reply.

larger, black-on-white plates but is it likely to conflict with any international requirements? A. PREWITT
London, S.E.27.

Under the terms of the international convention, G.B. plates must measure $6\frac{1}{2} \times 4\frac{1}{2}$ in; they must be painted white and the black letters must be not less than $3\frac{1}{2}$ in in height. Plates differing from the specified pattern are tolerated by the majority of frontier officials but it is wise to remember that such a plate could mean a refusal of entry into a foreign country.

Plastic Repairs

IS IT POSSIBLE to repair a two-inch rent in the leg of my p.v.c. suit? Market Harborough. T. STANTON

Manufacturers of p.v.c. suits supply, through their agents, repair kits suitable for dealing with minor damage. Similar kits are obtainable from accessory houses. A kit comprises a strip of the material and some adhesive solution. If, however, a seam is torn the garment should be returned to the makers for rewelding.

Higher Compression

WITH THE intention or improving the performance of my overhead-valve five-hundred by fitting a high-compression piston, I realize that I may have to use a higher-grade fuel, but are there any other points to be watched? K. A. WATERS
Scarborough.

In the first place, you should use only a maker's piston or one approved by them, to ensure that it does not touch the valves during the overlap period. It is likely that a step will have been worn in the bore at the top of the piston-ring travel. If the top ring of the new piston is even

a minute fraction of an inch above the level of the top ring of the old piston the ridge should be removed or there will be a risk of ring breakage. Some motor-cycle workshops have the equipment to do this, or you can do it yourself if you are experienced in the use of a bearing scraper.

You may well find that slightly less ignition advance is necessary with the new piston because of the quicker combustion resulting from the raised compression ratio. If the running at low speeds is inclined to be rough, check the maximum speed, set the timing $\frac{1}{2}$ in retarded as compared with the standard recommendation, and try again. Excessive retard will, of course, adversely affect power at higher speeds.

Valve-seat Angles

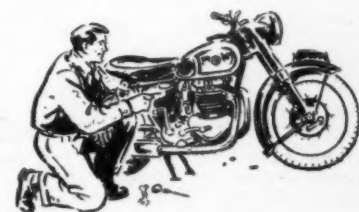
ON SOME MACHINES the seating angle of the inlet valves is 30 degrees instead of the more common 45 degrees. Why is that so? F. R. SMITH
Hoddesdon, Herts.

The 30-degree angle has the advantage of providing a slightly larger opening area at small lifts (up to perhaps one-third lift with normal proportions) than the 45-degree angle. Thus it assists volumetric efficiency to some extent. The smaller angle is not normally favoured for exhaust valves because of the weaker valve-head edge which results; at the high temperatures reached by exhaust valves, distortion could occur through hammering.

Carboned Silencer

MY MAICOLETTA 247 c.c. scooter has covered 5,000 miles since new and pinking is becoming more and more of a problem. The engine has been decarbonized three times in the past 4,000 miles but each time pinking returns at a shorter interval. Can you suggest the cause of the trouble? P. HOBSON
Stockport.

In this particular case the pinking is caused by excessive carbon formation in the non-detachable cone near the inlet end of the silencer. The cone has at its centre a small hole and a modification recommended by the concessionaires is to increase its diameter to approximately $\frac{1}{2}$ in. This gives an easier passage to the gases even when the other holes in the cone are blocked. The holes can usually be cleared by soaking the silencer thoroughly in paraffin; if you have access to a compressed-air line use it on the cone after the paraffin treatment.



T.T. Notes and News

The Great Series of Isle of Man Races to Take Place on June 2,
4 and 6 : Many Competitors' Plans Already Well Advanced

TED YOUNG'S latest E.T.Y.-Triumph had its first outings at Easter at Brands Hatch and Crystal Palace. Efforts to achieve improved penetration have been stepped up and the outfit is even lower than its predecessor: it measures only 28½ in to the top of the steering head, the highest point. The outfit was driven naked at Easter but the fairings should be completed very soon. Will the outfit be in the Isle of Man in June? Yes!

The frame is of all-welded construction and all the work has been carried out by Young. He is a welder who has access to machine tools (and the ability to use them) so that he is also responsible for all the turning and fitting.

As with the previous E.T.Y., the design is such that the pilot adopts a semi-prone position—semi-prone because he kneels on rubber-padded platforms on each side of the engine and gear box. The footrests are carried on rearward extensions of the frame and from the rests the rear-brake and gear-change pedals depend nearly vertically.

The main frame is of duplex design. The twin front down tubes are attached to the top of the steering head, run under the engine and gear box and are then bent upward to terminate at a cross piece to which are welded the frame top tubes. At their forward ends the top tubes are welded to the bottom of the steering-head tube. Gusset plates welded to the forward surfaces of the upward extensions of the bottom tubes support the pivot for the rear fork. The padded seat, the upper ends of the rear-suspension units and the abbreviated rear mudguard are attached to a triangulated, welded sub-frame.

Front springing is by means of a Norton fork, the top tubes of which are cut off short. Clamping the stanchions is a steering head bottom clip of Norton manufacture. The top clip is of light alloy and home produced. There is ¾ in positive trail. A tubular extension piece welded to the front of the steering head carries the r.p.m. indicator and will be used also as a mounting for the fairing. Tyre size is 4.00 x 16 in front and rear.

As before, the 498 c.c. twin-cylinder engine and gear box are of Triumph manufacture. Fuel is carried in a light-alloy tank between the machine and side-car and raised by means of a diaphragm pump (driven from the timing-side end of the exhaust camshaft) to a small, cylindrical header tank mounted above the inlet rocker boxes. The oil tank sits on the gear-box plates and between the frame top tubes.

From Down Under

THREE NEW ZEALANDERS who are to compete in the Junior and Senior races arrived in this country last week. First of

The very low overall height of Ted Young's E.T.Y.-Special is clearly evident from this picture



Below: A detail of the E.T.Y. showing the shortened Norton front fork and the home-produced, light-alloy fork top clip and bridge



the trio was John Hempleman who docked at Tilbury on the Monday. Hempleman first came to Britain in 1955. His best T.T. performance was in last year's Junior when he finished 23rd on a Norton. The other Kiwis are Noel McCutcheon and John Anderson, who sailed into Southampton on Wednesday morning. Both made their T.T. debuts last year. Riding an A.J.S., McCutcheon was ninth in the Junior; Norton-mounted, Anderson finished 19th in the Senior.

That Man Flury

ONE OF THE several "unknowns" to have hit the road-racing headlines is Lawrence Flury who is riding Tom Arter's 7R A.J.S. and G45 Matchless. It is not generally known that Flury, who is 28, began his motor-cycle sporting activities as far back as 1950 when he rode a 1934 overhead-camshaft R7 A.J.S. in grass-track meetings and in the odd scramble. Grass-tracking gave place to road-racing in 1952 when the R7 was entered at Brands Hatch. The machine gave faithful service until 1955

when it was replaced by another A.J.S.—a 7R. Flury rode in the Manx Grand Prix in 1956 (54th in the Junior) and in 1957 when he finished 53rd in the Senior riding his A.J.S. His first major success was in the final meeting of the 1957 season at Brands Hatch when he finished fourth in the 350 c.c. race behind such notables as Minter, John Surtees and Alan Trow. Flury, who works for a light-engineering firm near his home at Gravesend, will be riding in the Junior and Senior T.T.s under Arter's expert guidance.

Latest Anelay Models

REMEMBER the beautifully made 122 c.c. Anelay two-stroke which Ken Martin rode in last year's Lightweight 125 c.c. T.T.? During the winter months the machine has been undergoing further intensive development. John Anelay has also been very busy building a one-two-five powered by a rotary-valve engine. Another new one on the stocks is an overhead-camshaft two-fifty. All being well, the machine will be ready in time for the T.T.

Cut-down 7R

AMONG THE MORE interesting home-built two-fifties being seen on the home tracks these days is Peter Green's cut-down 7R A.J.S. Responsible for the conversion is Peter's twin brother, Phil. Both are friends of Bob Geeson, have helped in the construction of the two-fifty twin R.E.G. and both will be in the Island in June, looking after the R.E.G. which will be ridden by Derek Minter.

The reduction in capacity has been achieved solely by shortening the stroke to 57mm. The bore remains at 74mm. Numerous modifications were made to the crankshaft assembly. Though the mainshafts and main bearings are standard, the flywheels were turned down to little more than bobweights. The original connecting rod was replaced by one from an S7 Sunbeam and it bears direct on the crankpin. The bearing shells are discarded. An external flywheel is fitted to the drive-side mainshaft.



On the left is Lawrence Flury who has sprung into prominence since coming under the Tom Arter banner. On the right is another rider to watch, Tom Phillis of Australia



To provide adequate lubrication for the plain big-end bearing, the oil pressure is increased to 80 p.s.i.—a step-up made possible by fitting a pressure-release valve on the feed side of the pump. At present, ignition is by coil but it is intended to fit a magneto in the near future.

Of welded construction, the diamond-pattern frame has a single top tube and twin front down tubes and seat tubes. The A.J.S. front fork has been shortened by 4in and fitted with springs from a B.S.A. Bantam. Weight of the complete machine is a mere 220lb—and it is the intention to reduce that figure by a further 20lb.

Special Tuning

A FRANCIS-BEART-TUNED 1957 Norton will be used by Bob Rowbottom in the Senior—and a 1958 three-fifty for the Junior (also a Norton, not yet delivered) may pass through the famous tuner's hands, too. Steering-head fairings in polyester/glass laminate are awaited from Butler Moulded Laminates.

Cost and Officialdom

THE COST of competing will keep Fred Hanks on the mainland. In a letter explaining the financial difficulties he adds, "... secondly, the attitude of certain officials towards competitors leaves a great deal to be desired." Another non-starter will be Ben Denton who has still not recovered full use of his right hand after his Alton Towers mis-

hap last year. However, good news is that he expects to be competing during the second half of the season—assuming he can lay his hands on machines, especially in the smaller-capacity classes. Racing men may care to note that Denton has several sets of castings for the Gilera-type front brake he used for the past few seasons with very good results.

Watch Rutherford

EX-FACTORY A.J.S. and Matchless models for the Junior and Senior races respectively are being eagerly awaited by Len Rutherford. Many people last year were saying "Watch Rutherford." He gained a bronze replica in the Junior, finishing 27th on an A.J.S. at 84.14 m.p.h.

No Fairing

LOUIS CARR will also compete in the Island. In the Junior he will ride a 7R A.J.S. and in the Senior a Norton. Last year he rode a Matchless in the Senior and a B.S.A. in the Junior. This year's models will be unstreamlined—the cost of fairings is too high for his pocket.

Islander to Island

KEN TOSTEVIN, that great enthusiast from St. Martin's, Guernsey, will compete in both the Junior and Senior on Nortons. He hopes to be able to lay his hands on an over-the-counter dolphin fairing but, failing

that, he will race the models in unstreamlined form. In 1957 Tostevin finished 18th in the Senior (at 88.16 m.p.h.) and 21st in the Junior (at 85.65 m.p.h.). Both rides brought him silver replicas.

IN ORDER to raise funds, the Vintage Club will once again run a draw on the Senior T.T. Club secretaries might care to note that books of 20 tickets, priced at 6d a ticket, are available from H. G. Tyrell Smith, 106, Bristol Road, Birmingham, 5.

Patland Cup Trial

IRISH trials champions Sammy Miller and Benny Crawford had to give best to the Dublin rider, Michael Tracey (497 Ariel), on Saturday when, on his home ground, he won the Leinster Club's Patland Cup Trial by a margin of 30 marks. There were 43 entries which included all the leading Irish trials riders and all but three started; one absentee was Geoff Duke who had gone to Germany to collect his B.M.W. for the racing season.

As usual the course consisted of four laps of a 10-mile circuit which reached almost to the top of Sugarloaf Mountain in County Wicklow; some of the observed sections, however, were altered from previous years. There were 25 to each lap.

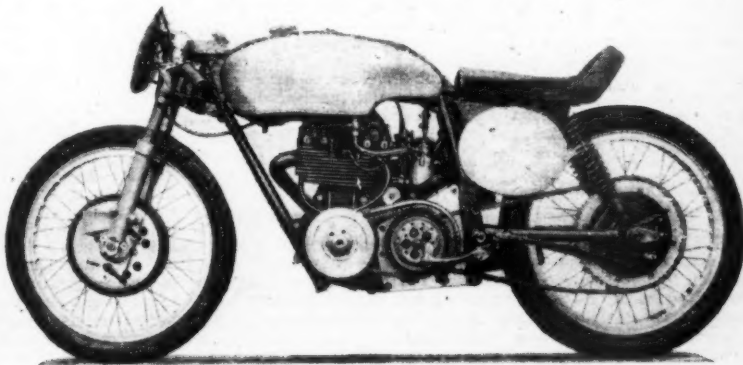
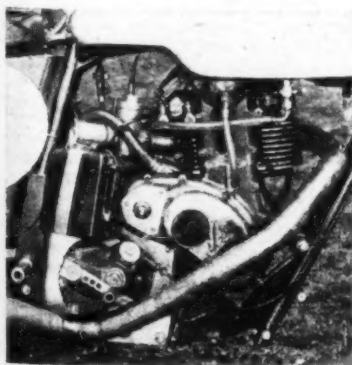
Tracey rode 15 of the sections without penalty on every lap and in three others he got through with a single dab—a very fine performance. There was a close battle for the runner-up position between Miller (last year's winner) and Crawford in which the latter was successful by three marks.

On the opening lap there was a deal of congestion with the result that riders in the second half of the entry were nearly all late, whereas the earlier top riders had a couple or so minutes in hand on the schedule of 45 minutes a lap. However, things sorted themselves out as the trial went on and in the end 14 of the 29 finishers were on time.

Two Ulster riders who had been expected to figure well up had to drop out: J. J. Minnis (197 James) on the third lap and D. Kenna (346 Royal Enfield) on the Mountain on his last lap.

Patland Cup (best performance).—M. G. Tracey (497 Ariel), 888 marks gained. **Tredagh Cup** (best visiting rider).—B. Crawford (497 Ariel), 858. **500 c.c. Cup**.—S. H. Miller (Ariel), 855. **350 c.c. Cup**.—C. A. Coard (Royal Enfield), 802. **250 c.c. Cup**.—G. F. Scarlett (Dor), 671. **Thomas Shanks Cup** (best Leinster member).—E. P. Gill (349 B.S.A.), 756. **Joe Morgan Trophy** (best veteran rider).—A. H. L. Archer (497 Ariel), 645. **One-make Team Prize**.—Ariel: Tracey, Crawford, Miller, 2,601. **Club Team Prize**.—Leinster: Tracey, Gill, I. S. Crighton (499 B.S.A.), 2,361. **First-class Awards**.—R. T. Hill (348 B.S.A.), 792; B. G. Lamb (497 Ariel), 767; K. Keegan (348 B.S.A.), 740; H. C. Parkinson (499 Royal Enfield), 731; J. C. Dawson (348 B.S.A.), 728; W. J. Hut-ton (347 Matchless), 720; Crighton, 717; N. A. Bell (497 Ariel), 674.

Below are two shots of the Peter Green cut-down 7R. The outside flywheel is visible in the broadside view





"Am I serious? Darling, I will love you as long as Britain has an out-of-date road system!"

go into solution as the chromium ions are attracted to the cathode and neutralized. Before the solution can plate, hexavalent ions must be furnished (recent theory) but a chromium anode will not supply them; only the chromium trioxide solution will. The anode, therefore, is just to replace chromium ions taken from the solution.

Wolverhampton.

KENNETH NORTON

Experience of Electroplating Non-metallic Parts

I MUST take R. Wade (March 27) at his word when he says that he is not an expert. In the first place, a chromium anode is never used in chromium plating like a copper anode is used for copper plating. In the case of copper (and some other materials), the anode is of the metal which is to form the plating and it is gradually dissolved into the electrolyte to replace the copper which is deposited on the plated article (the cathode). In the case of chromium, however, the anode is of some other metal and, as the chromium is taken from the solution itself, the electrolyte must be replaced after a period of use.

As for the plating of plastic, it is not so ridiculous as at first

Letters to the Editor

Low Petrol Level

Better Running with Tank Two-thirds Empty

WITH reference to "Nitor's" piece entitled "One-gallon City" in your issue for March 27, may I offer the following comments? I own two motor cycles, a Golden Flash and a Douglas Mark V, both of which have the same characteristic: the engines always seem to run much sweeter when the petrol tank is down to its last gallon or so. I may add that all my experimenting with carburettor adjustments and different grades of petrol have had no effect, and it would be too much of a coincidence for the weather to be "moisty" every time I am on the last gallon.

It could be that the Brummie lads also find that when the petrol is low in the tank there is an improved note in the engine, or perhaps they consider the machine is easier to handle when there is a lot of fresh air hanging about in the tank?

"DOUGLASH"

Hothfield, Kent.

Club Members' Attitude

Class Distinction at Annual Dinner

SOME time ago I wrote to you about the calm indifference of members of a club I wished to join. Now, through the courtesy of a friend, I have had a look at his club's magazine. In it is a letter from a member complaining about the class distinction at the annual dinner and other social functions.

I was under the impression that at all club dos you were one big, happy family, whether you were the works gaffer or the chap that sweeps up the yard. I am a keen follower of trials and usually ready to lend a hand to anyone in trouble; further, on a number of occasions I have taken a card in order to obviate a section being cut out through lack of observers. I have often thought of trying again to join a club in order to have a go myself, but with my previous experience and the I-am-holier-than-thou attitude of members I would prefer to remain...

High Wycombe, Bucks.

"HE WHO RIDES ALONE"

Plastic Components

Chromium Anode Not Used for Chromium Plating

WHILE I agree with the argument about chromium plating on plastic as put forward by R. Wade (March 27), his assertion that the plating bath must have a chromium anode is way off the beam. First, the electrolyte is a solution of chromium trioxide acidified with sulphuric acid. The cathode is the article to be plated and the anode is of lead.

For practical purposes lead is inert to sulphuric acid but will

"Stabilizer on!"



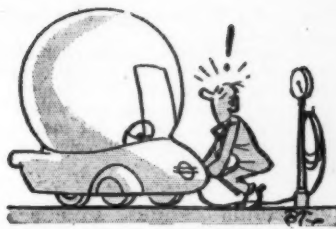
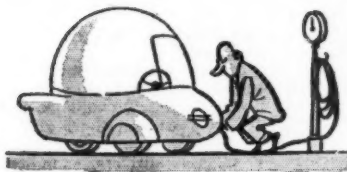
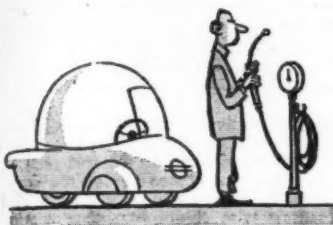
appears. I personally have electroplated non-metallic objects by first making the surface conductive by the use of graphite (in my case it was copper on plaster). I believe it is only a question of preparing the surface of the plastic and the problem is solved.

Wakefield.

KENNETH ASPINALL

Plated Plastic Components Produced Commercially

MAY I first reply to your correspondents who seem to have dismissed the subject of electroplating plastic components as being impossible or undesirable? Simms Motor Units produce for commercial vehicles headlamps with plated plastic reflectors; that proves the point of being a commercial proposition. R. Wade (March 27), in his inexpert attempt to prove otherwise, fails to appreciate the vast technical knowledge which is possessed by our manufacturers. Merely because plastics are used as insulators does not mean that they cannot be made conductors, in the same way that rubber is manufactured with conducting properties for special applications. One of the more obvious examples is the earthing of aircraft on landing, when the static electricity has to be passed to earth via the tyres.



To pass on to Frank Taylor whose letter appeared in the same issue, I should like to know how he managed to average 36 m.p.h. I can only assume that he was riding with both brakes on, unless the 200 miles were covered within the boundary of Todmorden.

Don't confuse me with a milk-bar cowboy, for I have no chromium and red, bottom-gear noise box; but I have made some trips on a 1951 123 c.c. B.S.A. Bantam. My brother and I, totalling some 20 stones, have Bantamed from Preston via Shap to Eamont Bridge, just south of Penrith, then through Patterdale to the top of the Kirkstone Pass in exactly three hours for the 92 miles. Trips of 250, 310 (and one of 479) miles have been completed regularly two-up as day rides. A. G. WEBSTER
Penwortham, Lancs.

Double Bends

Suggestion that Signs Should Indicate Severity

WHAT I have always considered would make an improvement to our road signs would be the numbering of double bends according to their severity or amount of drag, giving them a range from one to four. As far as night driving on strange roads is concerned the present indication might just as well be a question mark! How much safer it would be to know that one was approaching, for example, a one-three bend.

Fraserburgh, Scotland.

JAMES T. DUNBAR

Shaft Drive

Need Not be Much More Expensive than Chain

ONCE again we have the old, old tale that shaft drive is expensive to make. How true is this story? Several shaft-drive models have been produced in this country and I challenge anyone to tell me that they are expensive compared with comparable chain-driven machines. The S8 Sunbeam, for example, cost less than £275 and for that you got an overhead-camshaft twin as well as shaft drive. I contend that making a shaft is not much more expensive than making chain drive. It is only the tooling costs that would be heavy, but if a manufacturer were retooling for a completely new model in any case it would not amount to a fortune. Velocettes can do it.



"I've had a persistent misfire ever since the last nuclear explosion"

And what is so complicated about mounting an engine across the frame? If you are retooling for a new model this again is simple. But torque reaction or some other hocus-pocus will throw a rider over the first hedge, say the critics. I have not observed any B.M.W. or Douglas rider licking his wounds after such a toss.

What about maintenance costs? The unbelievers cry out about the cost of new bevels. I contend that the man who has to replace worn-out bevels is as rare as the man who has to buy a new cylinder head every time his B.M.W. falls over.



I'm a pretty keen motor cyclist and I've met a few people with shaft-drive machines but never a man who had to replace the bevel gears. But how many rear chains does the average motor cyclist have to replace in five years, and how much does that cost him?

How about appearance? Look at the machines in any car park. Look at the dirty festoons of ill-adjusted chain hanging around the back end and then look at the smooth, chromium-plated shaft—or its smooth housing.

London, S.W.17.

DONALD WALTON

Parking Lights

Resistance Affected by Filament Temperature

YOUR correspondent Bernard C. Kemp (April 10) is wrong in taking F. C. Wilson (March 13) to task. Mr. Wilson was right in stating that there is no easy way of calculating the consumption of a 12-volt bulb of given wattage on a six-volt circuit. Mr. Kemp has overlooked one important factor.

Taken separately, two of Mr. Kemp's statements are correct, namely, that the filament of a 12v 6w bulb has a resistance of 24 ohms and that such a resistance in a 6v circuit would pass 4amp. The factor overlooked is that the resistance of an element varies with its temperature: the lower the temperature, the lower the resistance. While, therefore, the 12v 6w bulb has a resistance of 24 ohms when working on a 12v circuit, its resistance is appreciably less on six volts because the filament is heated less; hence its consumption on six volts is more than 4amp. (Without realizing it, Mr. Kemp put his finger on this

very point in his reference to filament temperature and the candle power per watt.)

While the relationship between temperature and resistance is straightforward for, say, a tungsten filament (though it is complex in certain alloys), the difficulty lies in measuring the temperature. Therefore, as Mr. Wilson has said, there is no easy way of calculating the precise consumption of a filament operating on other than its rated voltage.

Croydon, Surrey.

ROY MORTON

Poisonous Exhaust Fumes

Action Needed to Lessen Diesel Danger?

WE have recently been informed by the medical authorities that diesel fumes are almost certainly injurious to the health of people exposed to them. As an ardent ride-to-work motor cyclist over the past 10 years I have noticed this menace growing in our midst. It probably affects people on two wheels most of all and I am sure that everyone knows what it is like to follow a diesel vehicle belching out black, oily smoke.

Surely we do not need to wait for further evidence before action is taken to ensure that filters are fitted to the exhaust pipes of these engines. When I started riding to work 10 years ago I used to enjoy the ride; now it is becoming increasingly unpleasant owing in part to these fumes. We are told that diesel engines should not emit black, oily fumes if properly main-

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address.

tained, but it seems to me that badly maintained engines have increased with the general increase of diesel vehicles on the road.

I would be the first to sign any petition to get this menace cleared up and I think that many other sections of the community who are directly affected would agree. The police, bus drivers, roundsmen and anyone who comes into contact with these dangerous gases in their day-to-day work would also surely welcome a successful conclusion to this problem.

Romford, Essex.

G. E. GOSTLING

Road Conditions and Time

Difference Made by Snow in a Known Trip

"IXION'S" paragraph concerning road condition and distance (March 27) intrigued me. At frequent intervals I travel between Sunderland and my home town of Sudbury in Suffolk. Of three trips made since Christmas, one was in heavy rain, one in snow and the last in continual sleet. On the second trip I started from Sunderland at 6 p.m., ran into snow at Scotch Corner, eventually left it at Stamford and arrived home at 10 a.m. Of the 16 hours, 13 were spent in slogging along—mainly in bottom and second gears owing to falling snow and the resultant shocking road surface—1½ hours were spent resting in the porch of Tuxford church and the remainder waiting for the right of way after the road had been blocked by a collision north of Stamford.

The mileage recorded by the speedometer was the same for all three trips. Incidentally, the trip usually takes about six hours in each direction on a 1952 Triumph Thunderbird, with one stop only to refuel. I would like to add that I enjoy every minute of it.

Sudbury, Suffolk.

J. MORRIS

Police Behaviour

Uncalled-for Lectures at Roadside and Station

MY girl friend and I were recently travelling from Portsmouth to London when a squad car appeared from a side turning and signalled us to stop. Two policemen promptly demanded to see my insurance and driving licence, both of which, by an unlucky chance, had been posted off for renewal and were not in my possession at the time. Although I assured them of this, we were given a tedious lecture on what would happen to us if my statement proved to be false. Then, after ordering me to present the papers at my local police station and a last unsuccessful attempt to find a fault with my machine, they roared off (at well over the speed limit) and halted the next group of unoffending motor cyclists a little farther up the road.

When I presented the documents at the local police station, the sergeant read the charge: "A learner driver carrying a passenger and displaying no L plates"—and another stiff lecture on the error of my ways ensued. Even when I produced my licence to disprove the charge, no apology was given.

London, N.1.

"GREY DOMMIE"

Christened Machines

Standard Models Which Can Beat the Vee-twins

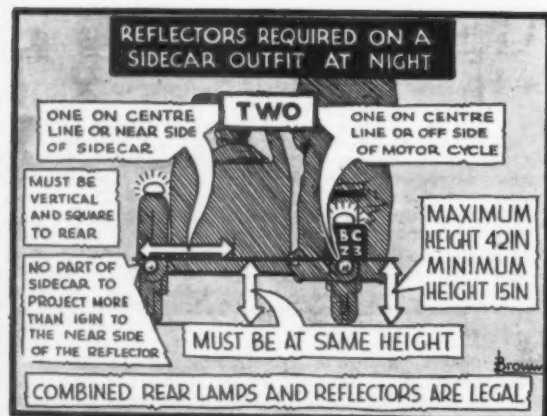
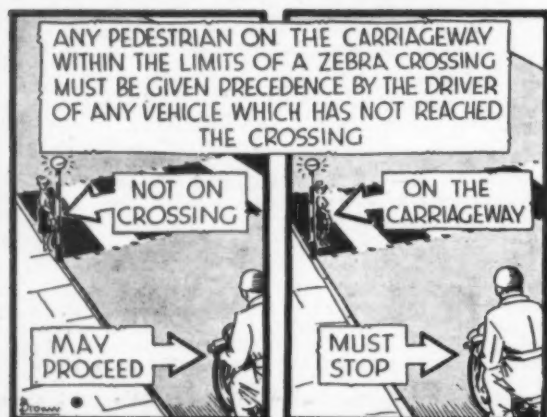
WITH reference to the letter from D. Frost (March 6), I sometimes wonder what on earth things are coming to. For the life of me I cannot understand why a rider should wish to refer to a motor cycle other than as a motor cycle, or maybe I have no soul. Or it could be that D. Frost gets carried away with himself. He needn't look sideways down his nose at these "natty plastic motif" machines any longer. As much as he may hate the thought, some of these machines are the equal of his mighty twin and without the inclusion of numerous amateur and so called improvements.

Today, anyone with the cash can buy himself a machine—perfectly standard and of less capacity—which will burn off the majority of these mighty but nevertheless ancient Vincents!

B.F.P.O. 53.

"PROSPERINE"

Your MOTOR CYCLE and the Law





to

A.J.S.

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On the Four Winds

By "NITOR"

MATTER OF WEIGHT

Last week's first leading article discussed the question of machine weights in a general sense. One of the statements, if you remember, was that the 174 c.c. Swedish Husqvarna, scaling under 165 lb, was heavier than some of the models tackling the annual Epsom to Brighton adventure—the Sunbeam Pioneer Run. Here are a few facts you may find interesting. At the Stanley Show in 1904 (the Earls Court of that era) Humber exhibited a machine suspended on the end of a spring balance. And the reading on the balance? Just 72 lb! As the years passed and the motor cycle progressed beyond the motorized-cycle stage poundage figures increased. The Triumph for 1912 (an "average" machine, if there was such a thing at that time) scaled 180 lb. The Levis two-strokes about then came out at between 35 and 110 lb depending on the equipment. At the Pioneer Run Jim Sheldon described that model as the nearest thing of its day to the modern Husqvarna. Big twins of the period scaled between 200 and 270 lb and smaller-capacity twins under 200 lb. By 1914 the Triumph had gone up to 210 lb and the Levis to between 86 and 125 lb, while the Rex-J.A.P. weighed 278 lb. And so on we went, with weights increasing and increasing as design became more complex and reliability had to keep pace with performance. Give me a sixty scaling 350 lb dry and I will ask no more.

NEGATIVE TRAIL

Probably you spotted in "Sports News" for March 27 that the front fork on Bill Boddice's latest racing outfit has a slight negative trail. This item of news forms an interesting sequel to Vic Willoughby's and Eric Oliver's experiences (described in *The Motor Cycle* for February 27) on the beneficial effect of trail reduction on a road-going outfit. Eric, it will be recalled, was one of the first to experiment with really small trails and he finally settled on zero trail at full bump—about $\frac{1}{2}$ in positive at static-load position. That, he found, gave him the best compromise between lightness for cornering and directional stability on the straights. Cyril Smith has for some time been using a nominal $\frac{1}{2}$ in trail. Having visions of even so small a negative trail as $\frac{1}{8}$ in (Boddice's figure) causing the wheel to execute a sharp swing to full lock if deflected by a bump, I sought the views of one or two tyre boffins.

TYRE AND TRAIL

Two factors are involved in the self-centring effect on a sidecar front wheel: one, of course, is the trail and the other is what the experts call the self-aligning torque of the tyre—its tendency, because of distortion of the rubber, to resist deflection from a straight-ahead course. This self-aligning torque is far from negligible and so long as it is greater than the deflecting torque resulting from negative trail, the steering will be directionally stable. But the variations of these two factors with speed do not follow the same laws, so one can envisage a negative trail which gives stable steering at one speed but not at another. Also to be borne

in mind are changes in wheel loading through acceleration and braking, and in the trail itself through suspension movement; this last will naturally depend on the geometry of the fork used. It all seems rather complicated to me, with a fair amount of "suck it and see" thrown in.

SIAMESED EXHAUSTS

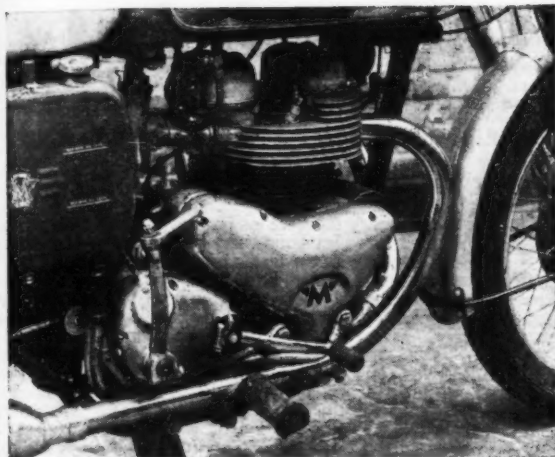
What are the odds that the siamesed exhaust system is due for a boom on four-stroke parallel twins? I suppose that the post-war Sunbeam was the first in the field but, of course, separate pipes would hardly have been practicable on a longitudinal-crankshaft layout. Discounting a few special I.S.D.T. models where weight had to be minimized and accessibility was at a premium, the Triumph Trophy was next, followed by the Sports Twins from Plumstead. (Each pair of pipes on the Ariel Four is also, of course, siamesed.) Then, within two weeks, we get four new models so equipped—the Norton Nomad enduro for the U.S. market, and the three roadster Royal Enfields. Just about two years ago my colleague "Micrometer" dilated on the considerable merits of the siamesed exhaust system—it can be lighter, quieter, less costly, give better accessibility and even result in more power. "Micrometer" advocated its use, especially for sidecar outfits where the lack of symmetry was no disadvantage. Now that the ball is really rolling, let us hope that it will gather momentum.

THAT MATCHLESS

After riding Vic Willoughby's ton-in-the-hour Matchless (see pages 462-465) to the factory following a further 400 miles of road work, Alan Baker was present last week when the engine was stripped. His first impression was of the remark-

A member of the A.M.C. inspection department checks the stroke of the Matchless on ine under the watchful eye of the Technical Editor

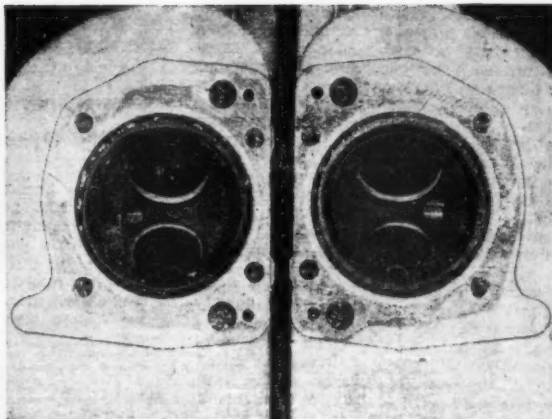




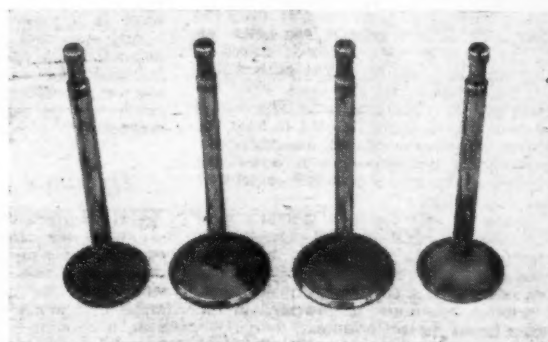
ably oil-free exterior of the power unit which had not been cleaned since before the M.I.R.A. trip. In spite of the flogging, the only seepage that could be detected was from the forward end of the primary chaincase and from the gear-pedal bush; even those leaks were minute. When the cylinder heads came off it was seen that, as is usual on these engines, the right cylinder had been getting slightly more oil than the left. There was some carbon—probably acquired during the later road mileage—but the general condition up top was exemplary. Exhaust valves showed no signs of excessive heat and light grinding would quickly have restored the seats to pristine condition. Both plugs were fit for many thousands more miles.

TIMES HAVE CHANGED Lifting the barrels revealed that the rings were free and the state of the pistons was excellent save for slight picking-up on the thrust face of the right piston. In case anyone should suspect a larger capacity than 592 c.c., measurement by the inspection department confirmed that, at 72.8mm, the stroke was as catalogued; bores, too, were the nominal 72mm, and wear on their thrust axes was less than 0.00075in. The skirt of the left piston was still within manufacturing limits but, because of the picking-up, the other piston was nearly half a thou down. Cams, followers, rockers and gudgeon pins were as near perfect as makes no difference and no wear could be detected in main or big-end bearings. Primary chain adjustment was still spot on. In short, the engine was pulled down merely for interest's sake. And to think that not so many years ago it was rare for any parallel twin even to top a genuine 100 m.p.h.—far less maintain it for an hour.

ANOTHER PROBLEM! Many of the readers who provided answers to the lubrication problem I posed in the issue dated March 27 suggested that I should pass on similar teasers whenever they arise. And it so happens that S. D. Smith, of Greenford, Middlesex, ended his letter by presenting a problem of his own. Here it is, in his words. "I have a 125 c.c. two-stroke which has a maximum speed on the level of about 42 m.p.h. Its mileage is about 17,000. Until recently the engine would start readily and accelerate normally up to about 30 m.p.h. At 35 m.p.h. the power would fade and the engine begin to run very irregularly. On occasions it would cut out altogether—almost as if the ignition had failed. But the ignition system was checked and everything found to be in order.



Above left: Oil tightness was first class. Above: The greater quantity of oil reaching the right cylinder is clearly shown by the darker colouring of the combustion-chamber deposits. Valve-seat condition was excellent. Below: The slight oiling bias is again indicated by the different appearance of the two sets of valves, particularly the (smaller) exhausts



The engine was decoked (though the barrel was not disturbed) and the silencer cleared with a $\frac{1}{16}$ -in-diameter rod in accordance with the manufacturers' instructions. The carburettor was dismantled and cleaned. For the first few miles after all that a cure seemed to have been effected, but soon the trouble was as bad as ever. A repeat check was made and again no fault was found." So there you have it. I know the answer but I'm not publishing it today. Let me see what you have to say about it first!

THAT MAN CAN RIDE I see him most mornings, as he emerges from a side turning in Kingston and joins part of my route to London. In his fifties, I would say, he is always immaculately turned out, always on the same spotless LE Velocette, always occupying just the right section of the road. Even admitting that the LE's exhaust whispers so softly, that man is just about the most unobtrusive rider I know. I have never heard the LE's horn. His hand signals are clear without being ostentatious. His gear changes are executed in very leisurely style—indeed, everything he does appears to be done without haste. Yet he wastes no time and, on bigger machines, I am content to shadow him until our routes diverge. I have no idea who he is. But should he read these words I hope he will accept them as a compliment. He is a motor cyclist of the old school—and I doff my helmet to him.

MODERN precision engineering usually takes care of the accuracy of mating joint faces so that motor-cycle components such as crankcase and gear-box castings and their end covers make faultless, oil-tight, metal-to-metal joints when new. If, however, there is any doubt about the effectiveness of the seal after it has been dismantled, the accessory shops sell a variety of jointing compounds, although there is nothing very noticeably better than a thin smear of fish glue or any similar kind of household sticky stuff, always excepting the cellulose materials.

When joint washers are used it is generally in connection with large cover plates of light section which tend to buckle between the fixing screws. If a substantially flanged metal-to-metal joint persistently leaks, however, it may be cured by fitting a joint washer made from ordinary newspaper. It is so thin that it does not increase end float to any appreciable extent, although it fills any slight score marks and the minute irregularities through which an oil weep finds its way.

To make a newspaper gasket, take an uncrumpled piece and cut it roughly to the required outside shape with scissors and then lay it on the cleaned joint face. Cutting to exact shape is done by tapping lightly with a ball-peen hammer along the sharp edge of the metal. Bolt holes can be made by the same method; indeed, if they are done first the paper pushed into the holes will locate the sheet while the main outline is being tapped. The merest trace of fish glue can be used to hold the gasket in position during assembly; the glue should be thinned with water and applied by means of a small camel-hair painting brush.

When fitting a paper washer to a joint designed for metal-to-metal contact it is essential to note that no oil holes are blanked off. If there is an oil lead from, say, one half of a component to the other, a suitable hole must be provided in the paper in the correct position.

Stainless Steel

STAINLESS steel is virtually non-magnetic so it is easy to identify it with a magnet. Any steel part that is not attracted to a magnet can be assumed to be of the stainless type. This is very useful when dealing with a set of valves of unknown origin: if some of them do not respond to a magnet they will be special exhaust valves. By the same token, if anyone offers you what he describes as KE965 exhaust valves and they jump to meet your magnet, you can laugh them (and him) aside!

Magnetized Tools

A MAGNETIZED screwdriver can be very useful when assembling inaccessible items. A steel set-screw or the like can be held on the tip of the blade, making it easy to offer up the screw to the required position. Such a tool is also useful for fishing out small nuts or washers from the awkward corners into which they invariably drop.

Of course, it has to be admitted that a magnetized tool can also be a great

nuisance by attracting to itself an assortment of screws, nuts, washers and filings from the bench top. It also sometimes happens that a piece nicely positioned by the tool's aid insists on following it out again when it is withdrawn. Accordingly, a magnetized screwdriver should be provided with a sleeve of brass, copper or



Workshop asset: a magnetized screwdriver

rubber tube which is an easy sliding fit on the shank of the blade; the sleeve will serve as a pusher-off.

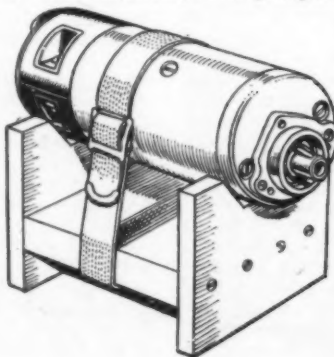
Any steel tool of good quality can be magnetized by stroking it with a magnet. It should not subsequently be kept in a box or roll with other tools or the final result will be that the lot will become magnetized.

Dynamo Bench Cradle

WHEN overhauling a dynamo, or even just for cleaning or renewing its brushes and scraping the dust out of the commutator slots, it is better to do the work with the dynamo on the bench rather than *in situ* on the machine. However, a dynamo is apt to roll about and may be damaged if it falls to the floor, so a proper method of holding it should be contrived. A dynamo should certainly not be held in the vice and it is worth while to knock up a simple fixture or cradle even for a very occasional job.

A sound piece of wood about 1in thick and 4in square acts as a base and two end pieces, also 4in square and not less than

A home-made bench cradle for holding the dynamo



Oil-tight Joints

Newspaper to the Rescue : Those Awkward Screws : Work on the Dynamo : Zip Lubrication By "WAYLAND"

$\frac{1}{2}$ in thick, are needed. The ends are nailed or screwed to opposite edges of the base to project about 2in above and 1in below the top and bottom surfaces. In the upper parts of the ends vee-notches about $\frac{1}{2}$ in wide are cut so that the dynamo can rest firmly in them; it can be rotated to the best position for access and held by a webbing strap.

The short lower projections of the end pieces act as feet and provide clearance for the strap; they can also be gripped in the vice if that gives a more convenient working height and position. (Note to A.C. generator enthusiasts: there are still a lot of dynamos about!)

Chain Link Hint

DURING adjustments it was necessary to shorten the chain of an ultra-light-weight model and a new connecting link was also needed. The chain size was $\frac{1}{2} \times \frac{1}{8}$ in and unfortunately there was no connecting link of the correct size to hand. However, among an assorted lot of spares there were a few bits of $\frac{1}{2} \times \frac{1}{8}$ in chain which is a size that seems to have dropped out of the book. A connecting link of this size appeared to be identical in every way except, of course, that the rivets were $\frac{1}{16}$ in too long.

Obviously an extra side plate pushed on to the rivets of the connecting link before joining up the ends of the chain would take up the excessive side play but that would mean knocking one off an unwanted link and reaming out the holes to pass over the shoulders of the rivets. Time was pressing, so a temporary alternative was to place a 2BA brass washer on each rivet next to the fixed side plate.

Zip Fasteners

LIKE all other metal-to-metal devices, zip fasteners work all the more sweetly for a spot of lubrication. Naturally a zipper on a garment cannot be flooded with oil, nor must it be too generously greased, but there is nothing against the judicious application of some kind of oiliness. A fastener that feels rather harsh in action can quickly be made to work more smoothly if a greased finger is run down the teeth or, if the location will permit, a spot of engine oil can be dropped into the slider. If the slider is then run the full length of the zip a few times, the benefit will at once be apparent.

This attention should be given especially to the side fastenings of boots or the ankle zips of leggings, since they ordinarily collect quite a lot of water and grit. Probably the best lubricant of all is white zinc-base grease: it is very resistant to water and is clean and unnoticeable even if it strays on to unwanted places.

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SUMMER TIME STARTS

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Park Street

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Please send me list and all the gen for a deal to save me £££'s.

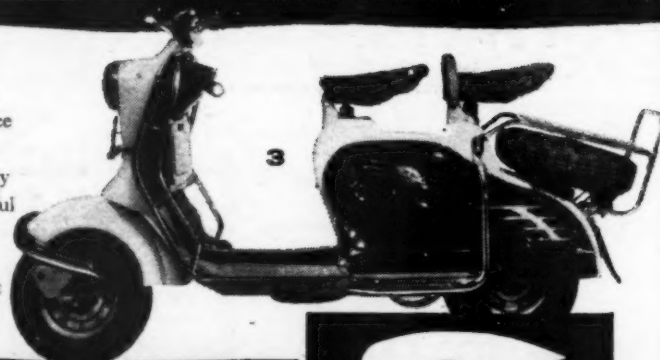
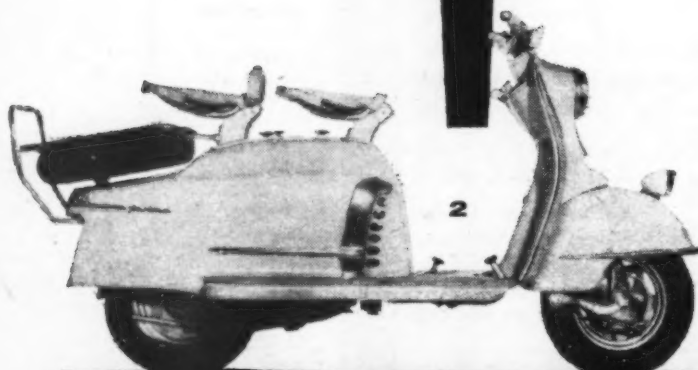
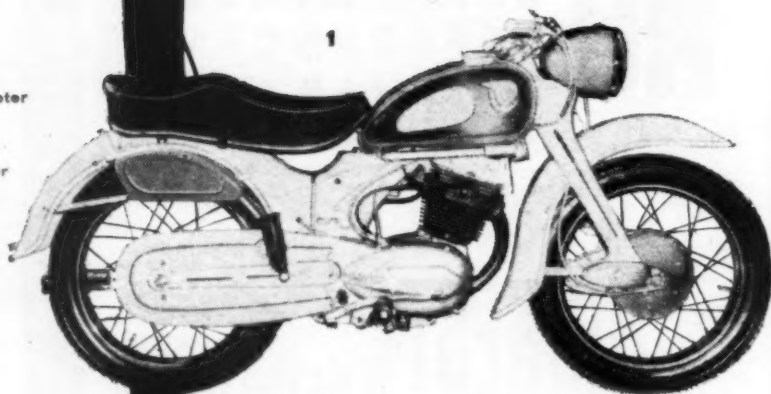
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FOR YOU WHO KNOW—IT'S



Mixed Bag at Mallory

Bob Anderson (Norton) Wins Major Races at Nottingham Tornado Meeting : Vast Entry Provides Seven Hours of Sport

SOMETHING for everyone was offered by the Nottingham Tornado Club at last Sunday's Mallory Park meeting; for into nearly seven hours of road racing were packed many solo heats and four finals, two sidecar events and a vintage race. So vast was the entry that the three-fifty men, 150 in all, were split into six heats—and there were no fewer than 78—yes, 78!—entries for the once-neglected 250 c.c. class.

Front-rank line-up for the 250 c.c. final promised first-class scrapping, for it included the fleet Velocettes of Percy Tait and Joe Murgatroyd, and the N.S.U. trio of Fron Purslow, Mike Hailwood and J. D. Hamilton. Purslow rocketed into the lead from the start and was never harried, but behind him Hailwood, who had started poorly, fought his way through

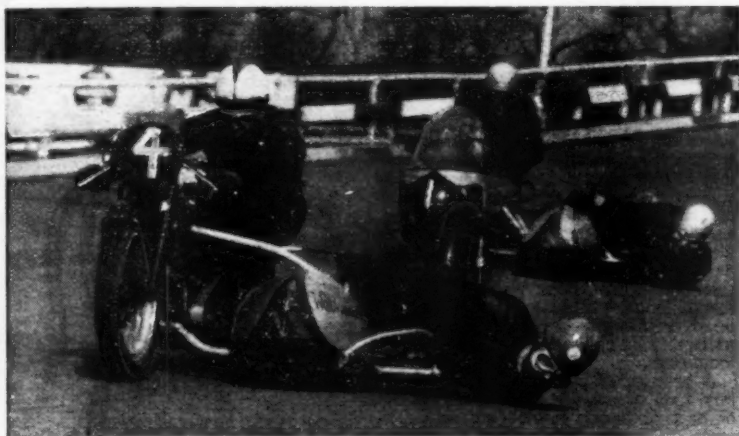
Anything can happen in a vintage race—even to the starter's flag flying off its staff! Riding, respectively, 1927 and 1929 348 c.c. Velocettes, Howard German and F. R. Cramp soon left the rest of the field far astern—but it was not to be German's race, for a dropped valve on the sixth lap ended his effort the expensive way. Cramp pressed on steadily, eventually lapping all but the second and third place men.

Star of the two 650 c.c. events was Bob Anderson (Norton). In the first he passed the initial leader, Ferbrache (Norton), on the second lap, and went on to win by just under 4s from the dashing Bruce Daniels (Norton), with Fay a good third. Making no mistake in the second event, Anderson led from the first bend but Fay, eventually to be second man home, had to

fight his way past Ferbrache and J. R. Holder (Norton). Ferbrache later lost ground to Daniels and Bob Lawrence (Norton), to finish sixth.

Earlier had come the sidecar handicap, in which Charlie Freeman and Bill Boddice occupied the rearmost positions on the grid. Bill began to make his way forward, but on the third lap the engine began to cut out; on right-hand bends, he lost ground and never again came into the picture. Meanwhile interest lay in Freeman's steady climb; by the penultimate lap he was third, and on the last tour he snatched second place from Cheney—but Owen Greenwood (Norton), who took the lead at the halfway stage, was too firmly ahead to be caught.

250 c.c. Race (10 laps).—1. P. Purslow (N.S.U.), 77.34 m.p.h.; 2. S. M. B. Hailwood (N.S.U.); 3. P. H. Tait (Velocette). **Fastest Lap.**—Purslow, 79.67 m.p.h. **Sidecar Scratch Race (10 laps).**—1. C. Freeman (Norton), 73.30 m.p.h.; 2. R. E. Cheney (Norton); 3. G. de Orfe (Norton). **Fastest Lap.**—W. G. Boddice (Norton), 76.66 m.p.h. **350 c.c. Race (10 laps).**—1. R. Fay (Norton), 80.92 m.p.h.; 2. R. H. F. Andersson (Norton); 3. P. Ferbrache (Norton). **Fastest Lap.**—Fay, 82.65 m.p.h. **Vintage Race (15 laps).**—1. F. R. Cramp (1929, 348 Velocette), 68.80 m.p.h.; 2. E. J. Whiffen (1930, 499 Rudge); 3. B. Fowler (1930, 492 Sunbeam). **Fastest Lap.**—H. D. German (1927, 348 Velocette), 75 m.p.h. **650 c.c. Race (10 laps).**—1. R. H. F. Anderson (Norton), 82.09 m.p.h.; 2. B. J. Daniels (Norton); 3. P. Fay. **Fastest Lap.**—Anderson, 84.67 m.p.h. **Sidecar Handicap (10 laps).**—1. O. E. Greenwood (Norton), 73.86 m.p.h.; 2. Freeman; 3. Cheney. **Fastest Lap.**—Freeman, 76.40 m.p.h. **Second 650 c.c. Race (10 laps).**—1. Anderson, 82.68 m.p.h.; 2. Fay; 3. J. R. Holder (Norton). **Fastest Lap.**—Daniels, 84.97 m.p.h.



to challenge—and to beat—Tait for second place.

In third place on the opening lap of the sidecar scratch event, Bill Boddice soon pressed through into the lead—but he stayed there only briefly; on the seventh lap, a broken chain stopped him on the back straight. A safe second until then, Charlie Freeman (Norton) was left comfortably ahead of R. E. Cheney (Norton). Selecting finalists for the 350 c.c. race by speeds recorded, instead of by heat placings, brought together the real pick of the entry. Ray Fay (Norton) lost no time in establishing himself up front, while Bob Anderson (Norton) stayed second throughout. Third in the opening stages, Alastair King (Norton) later was displaced by Peter Ferbrache (Norton). Fifth place until the final lap was held by Harry Hinton (Norton), but a brush with the banking bent the gear pedal and he toured in to retire.

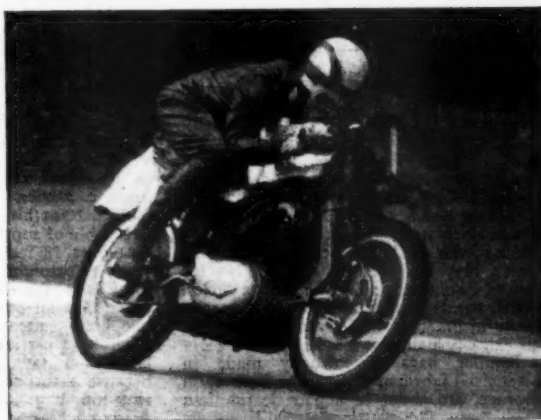
Above: C. Rowbotham and D. E. Flynn, respectively passengers to F. Wallis (B.S.A.), leading, and G. de Orfe (Norton), sweep the road in the Sidecar Scratch Race

Right: Winning style displayed by Fron Purslow (N.S.U.) in the 10-lap 250 c.c. event. He took the lead at the start and held it throughout

Bathurst T.T.

PERFECT weather conditions favoured the Bathurst T.T. road-race meeting held on the Mount Panorama circuit, New South Wales, Australia, on Easter Saturday. Eric Hinton (Norton) won the Senior event by over a minute and would have been victor in the Junior but for a seized gear box. Though an easy winner in the 650 c.c. sidecar event, Bernie Mack (Norton) could not match the speed of the 998 c.c. Vincents of Sandy McCrae and Jack Ehret in the 1,000 c.c. race.

125 c.c. Race (16 miles).—R. East (MV Augusta), 14m 15s; 2. K. Carruthers (B.S.A.); 3. G. Biekart (B.S.A.). **150 c.c. Race (24 miles).**—1. K. Rumble (Velocette), 20m 5s; 2. D. Sharpe (Velocette); 3. E. Carey (Velocette). **350 c.c. Race (48 miles).**—1. R. Miles (Norton), 31m 5s; 2. E. McCube (A.J.S.); 3. K. Carruthers (Norton). **500 c.c. Race (48 miles).**—1. E. Hinton (Norton), 35m 55s; 2. R. Miles (Norton); 3. G. Colley (Matchless). **650 c.c. Sidecar Race (24 miles).**—1. B. Mack (Norton), 21m 10s; 2. K. Riley (Norton); 3. O. Salter (Norton). **1,000 c.c. Sidecar Race (24 miles).**—1. S. McCrae (Vincents), 20m 22s; 2. J. Ehret (Vincents); 3. B. Mack (499 Norton).



Everything Aboard

By JIMMY SIMPSON Jnr

PRACTICAL SUGGESTIONS
FOR PACKING AND CARRY-
ING YOUR KIT

"HOW on earth are you going to tote your gear?" I have been asked that question not once but dozens of times. Don't imagine that I've been able to trump up a different answer on each occasion although there are a good many ways in which luggage can be carried on a motor cycle. Of course, a set of panniers takes a lot of beating.

Cheapest pannier equipment available is undoubtedly that of ex-W.D. origin. Complete with frames and webbing bags measuring approximately 14 x 15 x 5 in, a set costs somewhere in the region of £2 5s. The bags, though not 100 per cent waterproof, can be made so by treating them with Nev or some similar product. However, remember that you may have to make up the attachment fittings yourself—an easy enough task for someone able to use a drill, hacksaw and file, though a job which may call for a fair amount of thought and careful measuring.

Nowadays the accessory market abounds



Best way of carrying your camera is slung round your neck and inside your riding gear

scores on the grounds of appearance and weatherproof qualities. Generally speaking, a soft pannier bag will hold more clobber than will a rigid box of the same dimensions. Chief disadvantages of the, admittedly, cheaper bag are that it is likely to be shorter lived than the box and never looks so smart—an important consideration when you're walking into that seaside hotel. A final point to keep in mind is that the bags or boxes should preferably be easily detachable from their mountings.

A practice adopted by some folk is to buy a set of pannier frames and, instead of bags or boxes, employ ordinary suitcases. This dodge has many attractions, not the least of which is that if you already have a couple of suitable cases you save the cost of the bags.

When fitting panniers the golden rule is to position them as far forward as possible and thus keep to the absolute minimum the amount of weight behind the rear-wheel spindle. Too much rearward weight may upset the model's handling qualities, especially at high speed.

What if the budget will not run to a set of panniers? Well, there is always a luggage carrier. A really good carrier may cost anything up to just over £2 and is capable of supporting a prodigious load. Just over 18 months ago my wife and I spent a fortnight in the Isle of Man (the draw was the Manx Grand Prix) and practically all our kit was crammed into two hefty suitcases lashed, one atop the other, to a carrier by an octopus of aerolastics. I say practically all our gear because a surprising amount went into a tank-top bag improvised from an old Army pack—one of the large kind.

The pack had two pairs of buckles (one at the top and one at the bottom) for the webbing shoulder straps. It was laid on the tank (protected from scratches by a piece of carpet underfelt) with the openable end facing forward and was secured at the front by looping one of the webbing straps underneath the steering head and threading the ends through the topmost buckles. The rear (i.e., the bottom) of the pack was fixed by the second strap which was run beneath the rear of the tank. Additional security was provided by a couple of aerolastics.

From the point of view of weight distribution the two-cases-on-a-carrier scheme is far from ideal. On that occasion, however, it was the only way out but, apart from my having to take matters easily on the swervy, the system worked very well.

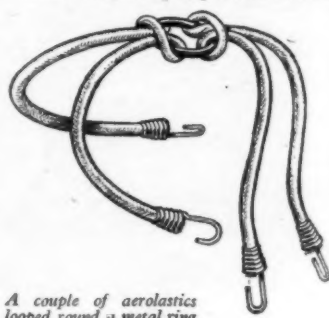
In the absence of panniers and carrier, humping your holiday gear may present a bit of a problem. In these circumstances the tank-top bag is essential and it



As an alternative to an aerolastic a chain of rubber bands can be used

in pannier sets which can be supplied with fittings tailored to suit practically every type of motor cycle made. A tip worth remembering when buying is to find out beforehand whether or not fitting entails drilling holes in the rear mudguard. There is much to be said for the sets which just bolt straight on. Naturally enough, the quality depends on the cost which may range from, say, £5 10s for canvas bags to over £13 for plastic boxes. Furthermore some sets embody a carrier while in others a carrier may be listed as an extra (usually for about £1 5s).

Pannier bags are usually made in plasticized fabric or canvas; the former, on average, are about 8s a pair dearer than the latter. The plastic material definitely



A couple of aerolastics looped round a metal ring make a handy accessory

can be augmented by a holdall secured to the rear part of the dual-seat if the machine is to be ridden solo or, if you are taking a pillion passenger, the holdall can be placed lengthways on the rear mudguard and secured by aerolastics. As with the tank-top bag, a piece of carpet felt will take care of the paintwork. Remember that the average holdall is not waterproof. Wrap it in a piece of oilskin or an old groundsheet.

Many enthusiasts favour the expedient of buying a couple of Army packs (obtainable for between 10s and 12s) and lashing them pannierwise one on each side of the rear wheel. The drill is to link their top buckles by short webbing straps which rest on the mudguard under the rear part of the dual-seat or the pillion. The bags are secured by aerolastics and are kept clear of the wheel by the mudguard stays

and frame rear members. This ruse has the merit of providing luggage capacity equal to that of a pukka pannier set but, on the debit side, the packs are liable to become abraded and the paintwork rubbed unless special precautions are taken. Above all, care is necessary to ensure that there is no chance of the packs working loose.

Carrying a heavily laden rucksack on your back is not to be recommended—the weight can become almost unbearable after a couple of hours on the road. If you must hang the thing on your person, carry it on your chest with the straps loosely round your shoulders so that the bulk of the weight is supported by your thighs and the rear part of the tank—and remember about the tank enamel.

In addition to carrying clothing and personal knick-knacks, the camper must also find room for his tent, food and cooking utensils. Easiest way of transporting a tent is to wrap it (less poles) in the groundsheet or pack it in an Army kit-bag (obtainable at most government surplus stores) and place the bundle athwart the panniers. The tent poles can be fixed to the outside of the bundle. If your machine has legshields, therein lies a ready-made place for the poles which can be retained in spring-type tool clips attached to the inside faces of the shields. If the tent is small you will probably find that the cooking apparatus also will go inside the kit-bag.

Carrying luggage on a scooter may present more of a problem. However, there are carriers available to suit most scooters, some of which can be equipped with panniers. Where the machine has a flat floor the space available will usually accommodate a parcel or haversack. Again, the rear face of the weathershield may present possibilities.

Of course, the sidecarist is in the best position of all. Sidecar boot and nose will more than likely provide enough space and the small folding ptam for Junior can always be stowed on the roof. Still short of space? Making an external rack for the boot lid should not present too much difficulty.

When fixing gear on the machine, never

use rope or string: it is liable to shrink when wet, stretch when drying and chafe through. Leather or webbing straps are well up to the job but best of all are aerolastics which are cheap to buy, easy to use and never slacken off. Rubber bands cut from an old inner tube and looped together to make a chain are equally satisfactory though not so neat.

Having decided how to carry your holiday necessities, the next step is to settle on what you are going to take. A day or so before the holiday is due to begin I always make a list of all the things I feel I'm likely to need. Further thought on the subject invariably causes me to cross out about one-third of the items—the shorter the list, the easier the packing problem. It is really surprising how short such a list can be.

Last year my wife and I went on a seven-day tour of the West Country. Our total wardrobe consisted of a suit, two dresses, two pairs of shoes, two sweaters, three shirts, pyjamas, a change of underclothing, socks, handkerchiefs and wash-

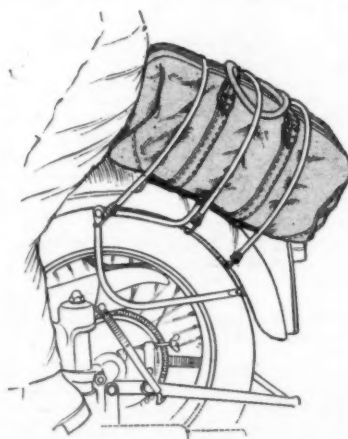


On certain scooters there may be sufficient floor space to accommodate a small bag

ing and shaving tackle. The lot went into one carrier-borne suitcase and a tank-top bag. Only item carried personally was the camera—slung round my neck and inside my riding coat. As it happened that list could have been pruned. I brought home a clean shirt! Had the tour been for a fortnight the list would perforce have been longer. Even so, I reckon that our needs would have been met by a pair of decent-size panniers, the tank-top bag and perhaps a small holdall or case.

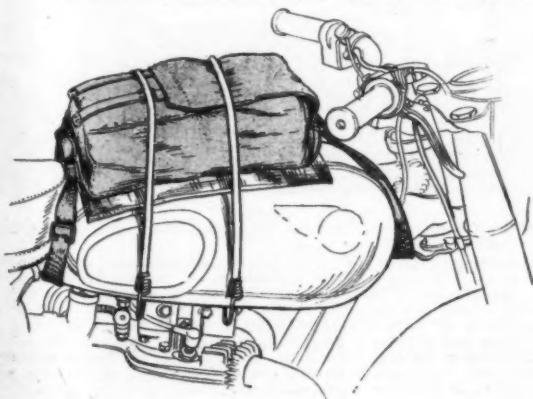
One of the most important aspects of this luggage business is packing the gear. Good packing means that you get in as much as possible in such a way that at journey's end the garments look as smart as at the start. Therefore pack carefully and tightly. Loosely packed clothes jostle about and are liable to chafe through.

Shoes and other heavy items (hair, clothes and shoe brushes) should always be put in first. Space can be saved by stuffing shoes with socks, handkerchiefs and ties. Collar studs and cuff links are best placed in a matchbox or tobacco tin; carried loose they are almost certain to be lost. Toilet articles should be put in a

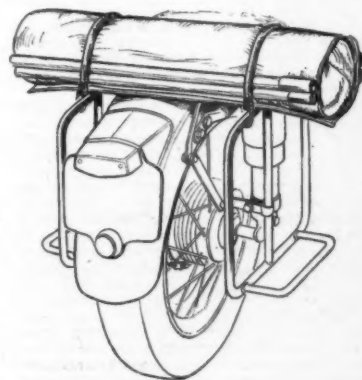


With many machines it is possible to lash a holdall lengthways to the rear mudguard

An Army pack fixed by webbing straps run under the steering head and the rear of the tank. Aerolastics provide additional security



The tent can be wrapped in the groundsheet and retained across the tops of the panniers



plastic or rubber-lined sponge bag and placed near the top—a burst tube of tooth-paste is not much use. I always wrap tins of shoe polish in plastic sheet as an insurance against the lids coming adrift.

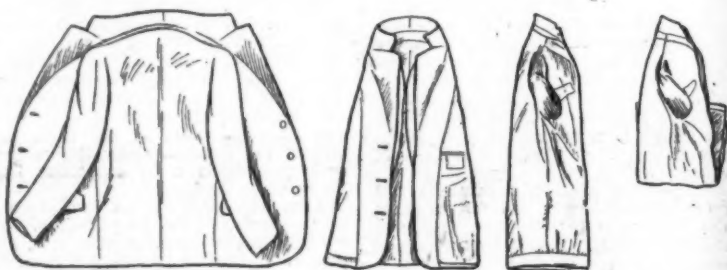
Folding a jacket or blazer presents quite a problem to some folk. Here is a scheme I have used with great success: turn up the collar; grasp the jacket by the inside of the armholes so that it is held inside out (except for the sleeves); lay it flat on a table with the inside of the back next to the table (the lapels and front edges should then be uppermost and meeting edge on down the middle); then fold the jacket lengthwise down the middle seam and finally fold it in half horizontally. The advantage of this method is that all the folds are vertical save one! It is horizontal creases which look the worst.

Trousers are a far simpler proposition. The drill is simply to lay them between a couple of sheets of tissue paper (news-paper will do) and, beginning at the turn-ups, roll them in their creases. Dresses should also be folded and wrapped in tissue paper and, like jackets and trousers, packed at the top of the suitcase or panniers. One exception to this rule is if you decide to pack a suit and dresses in a holdall. In that case, to minimize the risk of creasing, a piece of plywood or hard-board of suitable dimensions should be placed in the bottom of the bag and the clothes packed directly on top of the flat surface.

To ensure 100 per cent protection from wet and dirt, some riders prefer to wrap their togs in plastic sheet. An alternative is to place a piece of plastic sheet or oilskin on top of the clothes. In this plastic age the question of how to carry foods such as tea, sugar, butter and cooking fat is simply answered by obtaining

Another scheme is to slip them inside a suitable length of pedal-cycle inner tube and pack them with the clothes. Small spares can be carried in the panniers but pack them in tins rather than cardboard boxes—you don't want greasy parts mixed up with your best shirt!

Finally, the essence of carrying luggage



Folding sequence: after laying the jacket on a table the front edges are turned inward, after which it is folded lengthwise and then horizontally

a selection of p.v.c. containers (with screw tops, of course).

Wise folk will almost certainly want to take special tools, some of which will not fit into the tool box. Long spanners and tyre levers can be fixed to a convenient frame member with rubber bands.

is to decide well beforehand what you are going to take and how you are going to take it. Gear heaped on haphazard at the last minute will probably come adrift on the road and trouble, especially on holiday, is something one can well do without.

Modernist's Sidecar

A Home-built, Roomy, Child-adult Saloon Which Follows the Latest Car Styling Trends

IN recent years the styling of car bodywork has moved with the times while sidecar design—with a few notable exceptions—has tended to remain in a groove. Thus reflected G. J. Moore of Mitcham, Surrey. He had a single-seater which his wife found rather airless and cramped, so he decided to build a child-adult body of greater width and styled on car lines.

The body is mounted on a Canterbury 7A chassis equipped with a sprung and braked wheel. The wheel is recessed into the body side and, for ready access, is covered by a removable panel.

A fixed-head saloon, the sidecar is panelled in 22-gauge aluminium sheet on a timber frame and lined with Rexine-covered hard-board panels. The body incorporates a full-length door, curved front screen, wrap-round rear window and generous side windows. An outside-opening lid gives access to ample locker space at the rear. Overall length is 6ft 7in and the width 2ft 7in. Framing of the windows at first presented a problem which was overcome by employing double frames of 1in angle aluminium with the plastic of the windows gripped between.

Ribs to support the detachable canvas hood were requisitioned from a discarded pram canopy and are arranged to push into slots in the superstructure; they can be removed readily. The seats are of foam rubber up-

G. J. Moore with his stylish handiwork; his son occupies the rear seat. Air intake of the frontal grille is panel controlled



holstered in Rexine and beneath the rear seat—intended to accommodate a child—there is space for the stowage of tools or other small items.

Half-round aluminium beading adds a touch of distinction to the elegant styling. Frontal treatment is completed by the incorporation of twin hooded lamps and a grille of sports-car shape which is not a dummy. Behind the grille is a sliding vent which can be opened to admit a gentle flow of fresh air

without permitting water to penetrate into the body.

Although the sidecar's lines give it a very low appearance, in fact its height is only a couple of inches less than that of an orthodox child-adult model. To quote Mr. Moore: "I feel that I have achieved something a bit different at a cost of approximately £25." He adds that he plotted the length especially for his wife's comfort and that a very tall passenger might need extra leg space.

LIBERO LIBERATI

500 c.c. WORLD CHAMPION 1957

CHOSE BP SUPER



Photograph by courtesy of "Motor Cycling"



HIS CHAMPIONSHIP SCORE

I.O.M.	T.T.	not riding
DUTCH	T.T.	2 ND
GERMAN	Grand Prix	1 ST
ULSTER	Grand Prix	1 ST
ITALIAN	Grand Prix	1 ST

(The French Grand Prix race was cancelled)

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COMPETITION COMMENTARY BY RALPH VENABLES

Helping Hand

Youngsters on the Ladder : Duke's Scrambler
Protégé : West-Country Scramble Course

TALENT-SPOTTING holds a fatal fascination for me (probably because I never had any talent of my own!); and there is nothing more rewarding than when my efforts have an influence in introducing a bright newcomer into a factory team. During the past 14 months or so I have been delighted to see the progress made by Roy Peplow and Colin Lambert (Triumphs), Johnny Lee and Bill Faulkner (Francis-Barnetts)—and now Jack Rees is to be added to the Francis-Barnett strength as soon as the new two-fifty trials machines are ready.

IN the issue of February 6 I devoted a couple of paragraphs to the Body brothers from Biddisham, Somerset, and I watched with interest their prowess in the national Kickham Trial (where Malcolm Body was the only rider of a two-stroke to win a first-class award). Now I see that the two brothers have been lent factory 197 c.c. Dot trials models. How are they shaping? Quite well, thank you—Malcolm won a trial first time out with the new machine! Another uncommonly promising youngster is Jerry Scott, from Parkstone. Jerry's enthusiasm for scrambling is boundless, and already he has been taken under the wing of Triss Sharp, veteran speedway ace who captained the Crystal Palace team from 1929 to 1933. Father of scramblers Triss and Bryan, Mr. Sharp can coax as much urge out of a two-stroke engine as anyone else connected with the preparation of scrambles machines today. He has built a typically potent 197 c.c. Francis-Barnett for young Scott. I watched the youngster performing at an excellent scramble near Frome on Easter Monday, and it was clear that Mr. Sharp's confidence is fully justified.

IN much the same way, a helping hand is being given by Geoff Duke to Roger Quayle, a youthful protégé from Douglas. Soon after his national service with the R.A.F. was ended last July, Quayle's style and speed caught Geoff's attention in local events. Now Geoff has entered him on a 197 c.c. Dot in the Lightweight and Junior races at the Sunbeam Point-to-Point and will accompany Quayle on the long journey from Douglas to Petersfield (where the meeting takes place on Saturday week). So highly has Geoff spoken of young Roger that the lad has been included in an official Dot team along with Stuart Bickerton and Eric Adcock.

Collecting the spoils : famous scrambler Paul Jarman (B.S.A.) receives the Edwards Trophy for his win in the experts' invitation race at the Taunton Club's Blindmoor Scramble at Easter



GEOFF DUKE will act as starter for this Point-to-Point Senior Race. Many who see him do so will recall the days at Longmoor when he scrambled a Norton with such determination. He finished third in the Senior Race 10 years ago. Yet, oddly enough, neither he nor Les Archer has ever contrived to put the Norton name at the top of the Point-to-Point awards list. Incidentally, talking of Archer, Ron Hankins has just finished building him a three-fifty Norton scrambler. . . .

BEFORE the war, a super-sporting little scrambles circuit between Exford and Hillhead Cross, about five miles south of Porlock, was extremely popular with competitors in the West Country. At Exford this Easter I was told of a new course in much the same area, so I had a look at it and was very impressed by its sporting character. The events held there are organized by the Exmoor Club, and the first meeting this year is to be held on May 4. Used only twice before, the circuit is so spacious that Frank Jarman (South-Western Centre delegate to the A.C.U. general council) has recommended it for a regional-restricted fixture.

DOES the upgrading of scrambles or trials to national status automatically impart an aura of importance? Last Sunday's Jackpot Scramble at Beenham has this year jumped straight from open-to-centre to national status (without graduating through the regional-restricted stage), yet the entry contained only names normally found in Southern Centre events. Similarly, this coming Sunday sees the Wessex Scramble at Glastonbury, once again held under a national permit after a lapse of several years.

And the entry is no bigger than that encountered at several open-to-centre scrambles in Somerset nowadays. Indeed, the necessity for a national licence keeps many competitors away. Many readers can probably call to mind instances of voluntary demotion from national to regional-restricted status in order to boost entries.

ON the day after the Easter car-race meeting at Goodwood I had occasion to be in Sussex on a hill-hunting expedition. I stopped for lunch at a little pub where the sole topic of conversation seemed to be Mike Hawthorn's win in the vee-six Ferrari. Glancing outside, the landlord saw my mud-bespattered Matchless and remarked that Hawthorn had never had anything to do with motor cycles. But how many readers, I wonder, realize that Hawthorn was once an ardent trials and scrambles enthusiast? In the spring of 1947 he won a first-class award in his very first event (the Archer Trophy Trial), and during the following summer he made his mark as a scrambler of great promise.

FROM the Liverpool Imperial Club comes news of its Hot Pot Rally, a North-Western Centre fixture to be held on May 4 and notable for the fact that after completing a 100-mile course, competitors enjoy a traditional Lancashire hot-pot supper. By the time that has been digested the results are announced. In my opinion, any rally or road trial cannot claim to have been a complete success without a social gathering afterwards, and when the organizers are efficient enough to have results available at the end of the get-together, then they can congratulate themselves on a really first-rate achievement.



First-lap scene in the second race—for five-hundreds. This section, narrow and very muddy, was encountered soon after the start and created havoc in all races. Plumb in the foreground is K. Hall, No. 29, and over to his right, riding No. 9, is R. J. Coombs. Both are on B.S.A.s

Jackpot for Don Rickman

Mortimer Club's National Scramble Dominated by B.S.A. Star : Well Organized Meeting Run in Brilliant Weather

BY virtue of its efficient organization of the Inter-Centre Team Scramble last October, the Mortimer Club was accorded a national permit for its Jackpot Scramble (which, in previous years, had been open to the Southern Centre). Last Sunday the efficient organization was still much in evidence. The weather, too, left nothing to be desired, and the 1½-mile grassy circuit at Beenharn Park, near Newbury, Berks, was in first-class condition. But where were the riders? The entry of 51 was about half the usual "Jackpot" total, and all but two or three of them were from clubs in the Southern Centre.

In the absence of such stars as Jeff Smith, Les Archer, Dave Curtis and Geoff Ward, the racing was well-matched without providing many thrills—and it was certainly no fault of the organizers that the already small entry was reduced by an unprecedented number of non-starters. Even as early as the second race only 30 of the listed 45 came to the starting line.

There were 17 starters in the 10-lap Lightweight Race which opened the proceedings. Early on the first lap Brian Leask (197 Greeves) established his superiority. John Clayton and Pat Lamper were absentees (the Army had first call on their services) and Joe Johnson's 197 c.c. Dot died after four swift laps. An interesting little 248 c.c. Ariel built up by sidescar scramble star Bill Turner and ridden by Don Rickman occupied second place for the remainder of the race, and Michael Jackson's 197 c.c. Francis-Barnett filled third berth.

Don Rickman, now on his five-hundred

B.S.A., set off at a cracking pace in the next event—a 12-lap solo contest. But a fall on Lap 1 set him right back among the stragglers, after which he picked up place after place in that purposeful way of his—and finally there was only Joe Johnson, also on a B.S.A., ahead of him at the finish.

Both sidescar races were won by Bill Turner (497 Ariel), a game challenge by Frank Wilkins evaporating after four spirited laps when his Ariel outfit broke its primary chain. That was in the first sidescar race, and on the second outing it was Gerald Clements (497 Ariel) who put up the stoutest opposition; he led Turner for two laps and was still pressing hard at the finish.

In theory it should have been the 15-lap Jackpot race which formed the day's highlight, but in fact it proved a Don Rickman walkover. Never once was he challenged after Joe Johnson had retired at the end of Lap 6 with a broken rear chain, and the main interest centred on a battle royal between the B.S.A.s of Derek Rickman and Andy Lee. For nine laps they fought for second berth; Rickman just retained the upper hand and he was in fact not very far astern of his younger brother at the finish. Ivor England (B.S.A.), who had held second place in the earlier race until falling on a slippery corner, never seemed to get into his stride and retired after 10 laps.

Don Rickman once again had complete control of the situation in the second 500 c.c. race. The course, almost devoid of mud, seemed exactly to his liking as he circled with clock-like regularity for lap after lap. But behind him waged a tooth-and-nail struggle

for second place between Ivor England and Tony White (B.S.A.)—with Andy Lee and Roy King (B.S.A.s) also well in the picture until both retired with mechanical bother on the eighth lap. The England-White battle raged to the very finish, with White getting the upper hand at three-quarter distance and even gaining a little on Don Rickman towards the end. Derek Rickman had gone out with gear-box trouble after covering only one lap.

Lightweight Race.—1, B. D. Leask (197 Greeves); 2, D. J. Rickman (Ariel); 3, M. Jackson (197 Francis-Barnett). **First 500 c.c. Race.**—1, J. O. Johnson (B.S.A.); 2, D. J. Rickman (B.S.A.); 3, I. S. Horsell (A.J.S.). **First Sidescar Race.**—1, W. A. Turner (Ariel); 2, R. E. Price (B.S.A.); 3, O. T. Clements (Ariel). **Jackpot Scramble.**—1, D. J. Rickman (B.S.A.); 2, D. E. Rickman (B.S.A.); 3, A. W. Lee (B.S.A.). **Second Sidescar Race.**—1, Turner; 2, Clements; 3, Price. **Second 500 c.c. Race.**—1, D. J. Rickman; 2, T. White (B.S.A.); 3, I. J. England (B.S.A.).

Castellani Wins

EVEN though he had not fully recovered from the collar-bone and rib injuries sustained in a spill at Johannesburg last month, Borro Castellani (F.B. Mondial) won the 250 c.c. Race at the Easter meeting held on the Roy Hesketh circuit, Pietermaritzburg, South Africa. During the first half of the event Castellani, who was in some pain before the race started, was involved in a wheel-to-wheel struggle with Johnny Stander (Velocette) in which the lead changed hands at least 10 times. Eventually Castellani drew away to win by 12 seconds.

The 350 c.c. Race provided a three-cornered scrap for the lead between Stan Setaro (Norton), Ken Robas (A.J.S.) and Stander (Velocette). They finished in that order but only 4s separated the trio who resumed their tussle in the 500 c.c. Race. This time it was Stander who won with Robas (still riding his three-fifty) second and Setaro third.

250 c.c. Race.—1, B. Castellani (F.B. Mondial); 2, J. Stander (Velocette); 3, C. Randall (Norton). **350 c.c. Race.**—1, B. Setaro (Norton); 2, K. Robas (A.J.S.); 3, J. Stander (Velocette). **500 c.c. Race.**—1, J. Stander (Velocette); 2, K. Robas (348 A.J.S.); 3, S. Setaro (Norton).

Twenty-five Seconds!

Brief Interlude Gives Travers Trophy to Gordon Blakeway

FOR about 25 seconds on Sunday Johnny Brittain (346 Royal Enfield) was not master of his own destiny and, in that brief interlude, he lost the Travers Trophy Trial. Up to then he had been riding with such finesse that no one around the 35-mile Wear-dale circuit doubted that he would retain the trophy he won last year from Gordon Blakeway (497 Ariel). But in the last descent of Killhope, a rock-strewn ravine frothing with water, he dropped six marks and that was that. For on the form Blakeway was showing, not even J. V. Brittain could give away six points and still keep in the hunt. Blakeway took his Ariel through 70 of the most formidable sections to be found in the wild moorlands around St. John's Chapel and lost only 18 marks. Ten of those went in two sections, the others in fleeting dabs here and there. It was one of the best performances yet recorded in a Travers and the brilliant Darlington rider thoroughly deserved his win. More impressive than his neat, inevitable cleans was his reaction to disaster. A spectacular stoppage on the grassy slope of Fairless during the morning circuit left him so undisturbed that he completed the remaining 26 sections without losing a single

mark—a feat which will go down to posterity in the north-east. Despite the lack of manufacturer support the Newcastle Club had an encouraging entry of 67 for the trial held for the first time on a Sunday. Seven club teams and three one-make teams were nominated. Fifty-one of the starters completed the two 36-mile circuits.

With warm sunshine melting the remains of Good Friday's snow, conditions were ideal for watching and riding, and large galleries of spectators crowded the more accessible observed hills. Some of these proved surprisingly harmless—the notorious Hagg's Mine among them—but that could not be said of that deceptive first section of Fairless. Only Brittain was clean there in the morning (if one ignores the immaculate ascent achieved by Colin Ward, the travelling marshal) and the section stopped all but five of the entire entry. By the afternoon it had dried out to become less severe.

The first section of Harthorpe was the day's most formidable proposition. Only Blakeway triumphed over its mud, rock and water in the morning. In the afternoon the only cleans were those recorded by Gordon McLaughlan (347 A.J.S.) and Tom Ellis with his B.S.A. twin. Spectators who penetrated as far as Race Head were rewarded with some sparkling performances on the twisty, steep first section. None was better there than P. W. R. Harland (497 Ariel), J. J. Hind (197 James) and D. B. Edwards (197 Greeves).

Newcastle rider K. G. Holloway (197 James) won the 200 c.c. class for the second successive year and McLaughlan, who won the 350 c.c. class award last year also repeated the performance. The one-make award went to Ariels and the club-team prize to Darlington—two other instances of 1957 successes being repeated.

Best Performance.—G. S. Blakeway (497 Ariel), 18 marks lost. **Runner-up.**—J. V. Brittain (346 Royal Enfield), 24. **Best 200 c.c.**—K. G. Holloway (James), 60. **Best 350 c.c.**—G. S. McLaughlan (A.J.S.), 32. **Best 500 c.c.**—T. U. Ellis (496 B.S.A.), 72. **One-make Team Prize.**—Ariel: G. S. Blakeway, N. S. Holmes, R. A. Brown, 187. **Club-team Prize.**—Darlington: Blakeway, McLaughlan, J. P. Booth (197 Greeves), 199. **Best Newcastle Member** (Bradford Bowl).—P. S. Armstrong (197 Greeves), 86. **First-class Awards.**—R. H. Andrew (347 A.J.S.), 72; N. S. Holmes (497 Ariel), 79; P. S. Armstrong (197 Greeves), 86; R. A. Brown (497 Ariel) and R. J. Barker (197 Greeves), 90; D. Atkinson (346 Royal Enfield) and P. Lee (346 Royal Enfield), 95.

Three Goals to One

SUNDAY provided ideal weather for the North Hants moto-ball visit to Worcester. There they found a perfect pitch and a crowd of almost a thousand turned out to watch the fun and excitement of a really dingo-dong game.

North Hants were a little lucky to score two quick goals in the first quarter. One was a goalie's save which screwed back between the posts and the other went in off a defender's back wheel from a corner kick. However, North Hants' third goal just before half-time was a centre forward's dream, a sizzling, 20-yard slam by Ken Crumplin which whistled under the bar at high velocity.

After the interval Worcester really turned on the pressure and within five minutes their veteran captain, Reg Lambourne, banged home a very convincing goal to make the score 3-1. And so it remained until the end in spite of repeated and determined Worcester attacks. This match was certainly an excellent display of skill and sportsmanship by all involved.

Scottish Scramble

CLOUDLESS blue skies prevailed for the Mercury Club's open scramble run over a much-modified one-mile course at Caldcrofts Farm, Newton Nears, near Glasgow, on Sunday. In the 250 c.c. open class W. Jardine (Velocette) led from the start and established a considerable lead but many failed to notice that Lewis More (Francis-Barnett) closed the gap appreciably as he got the feel of his new machine.

The two heats of the 350 c.c. open event were dominated by W. Edwards (B.S.A.) and J. Davies (B.S.A.). In a final full of excitement the pair duelled hard for first place and Edwards finally gained the verdict by a narrow margin. Mercury member G. Shearer (A.J.S.) did well to finish third.

Run over 10 laps, the 500 c.c. open final provided the same excitement all over again with Davies and Edwards battling for first place. This time, however, it was Davies who got home first. The Mercury Members' Handicap resulted in a win for Ian Shearer (197 Dot), with his brother George (347 A.J.S.) second and A. W. Weir (197 D.M.W.) third.

250 c.c. Open (8 laps).—1. W. Jardine (Velocette); 2. L. More (Francis-Barnett); 3. W. Scott (199 Triumph). **350 c.c. Open** (6 laps).—1. W. Edwards (B.S.A.); 2. J. Davies (B.S.A.); 3. G. Shearer (A.J.S.). **500 c.c. Open** (10 laps).—1. J. Davies (348 B.S.A.); 2. W. Edwards (348 B.S.A.); 3. G. Shearer (347 A.J.S.). **Mercury Members' Handicap.**—1. I. Shearer (197 Dot); 2. G. Shearer (347 A.J.S.); 3. A. Weir (197 D.M.W.).

Safety Forum

ON Friday, April 25, at 7.30 p.m. a motorcyclists' forum is being held at Police Headquarters, Chester Street, Birkenhead. After a showing of the well-known film "Rode Safety" a panel of experts will answer questions on motor cycling and road safety. The gathering will conclude with a screening of two further motor-cycle films. Entry is free, no tickets are required and all riders are welcome.

ANOTHER MAP SUPPLEMENT



WE HOPE you like the first 16 pages and cover of our Touring Guide that come to you free with this issue. Next Thursday you will receive a further 16 pages—a specimen is portrayed in the picture on the left. Supplements will be included also with the issues for May 1 and 8 and then you can bind together the whole 64-page Touring Guide.

Areas covered by next week's maps include the following: North Scotland and Skye; Warwickshire and the Cotswolds; Norfolk and the Broads; Hampshire, Dorset and Somerset; Stonehenge; The Thames and Surrey; the Sussex Downlands.

By the way, have you asked your newsagent to reserve your future issues of *The Motor Cycle*? If not, you should do so at once or you may find that he is out of stock when you call.

Although supplements cannot be included with issues sent outside Britain and Ireland, our overseas readers have not been forgotten. They should write, giving their addresses, to The Publisher, *The Motor Cycle*, Dorset House, Stamford Street, London, S.E.1, who will be pleased to send, by post and free of charge, the complete Touring Guide with its 64 pages bound in booklet form.

..... SPORTS NEWS

Corrieyairack at Last

Famous Pass for "Scottish?": Thruxton 500-mile Race Changes

AND so at last the wild, 2,507ft Pass of Corrieyairack is to be in the route for the Scottish Six Days' Trial. Or is it? Last week it was impassable under deep snow and it is because it is so often in a similar state in May that it has had to be omitted during the past few years.

The Pass forms a part of the General Wade military road (built in 1775) from Garva Bridge to Fort Augustus and cuts through the Corrieyairack and Culachy forests. If it is passable in May the sidecars will deal with it on the Thursday—the day on which solos do the Lochailort to Kinlochmoidart run both ways. It is not included in the solo route.

Secretary of the meeting, Tom Melville, reports that organization is at full steam ahead and passes on a warning to riders that anyone found practising, on any part of the course, will not be allowed to start. The Edinburgh Club has been forced to impose this rule because of complaints from land-owners who are happy to permit their terrain to be used for the trial—but who are not prepared to allow their sheep to be disturbed unduly.

On Saturday Week

A RECORD ENTRY of 115 has been received for the Sunbeam Point-to-Point at Oxenbourne Farm, East Meon, Petersfield, on Saturday week (April 26). To cater for increased traffic, an entirely new parking area has been provided for vehicles travelling from Portsmouth. The park overlooks the circuit and can be approached only from Hog's Lodge, on A3, the Portsmouth road (between Horndean and Petersfield). The start is at 2 p.m.

Thruxton 500-Miler

SPEEDS ON THE new Thruxton perimeter circuit on Easter Monday were slightly below expectations. Tom Phillis, the Australian, made the best lap at 75.69 m.p.h. Neville Goss, the Southampton Club secretary, says the chicane at Anchor Corner will be eased at the exit for future meetings. Other slight changes may be made for the Thruxton 500-miler on June 21 and lap speeds will probably be in the region of those for the old circuit used in previous years.

There is news, too, of further changes in the regulations for the 500-miler to make it even more attractive. As in the past there will be a 350 c.c. class; but the other two will be for unlimited c.c. single-cylinder models and unlimited c.c. twin-cylinder models respectively.

Reliability and riding skill have been shown to be more important than engine capacity in the Nine-Hour races. In 1955, it will be remembered, Eddie Dow and Eddie Crooks won at 67.86 m.p.h. on a 499 c.c. B.S.A., but Ken James and Ivor Lloyd were only 0.29 m.p.h. slower on a three-fifty; then, in 1956, James and Lloyd won with the same three-fifty at 72.3 m.p.h. Last year a three-fifty B.S.A. again put up the best average at 67 m.p.h.; it was ridden by Fred Webber and Rex Avery. Separating the singles from the twins for the over-350 c.c. awards and raising the capacity limit above 750 c.c. is likely to prove a popular innovation.

Apart from the £250 prize money presented by *The Motor Cycle* for the overall

and capacity class winners, the Caslake Trophy and cash will be won by the overall leaders at each 100 miles—£5 for leading and the Trophy on an aggregate points basis. Full details will be given in the regulations to be in circulation shortly. Those who want to have their names on the list to receive the regulations and entry forms as soon as possible should write now to Neville Goss, 60, Bursledon Road, Bitterne, Southampton.

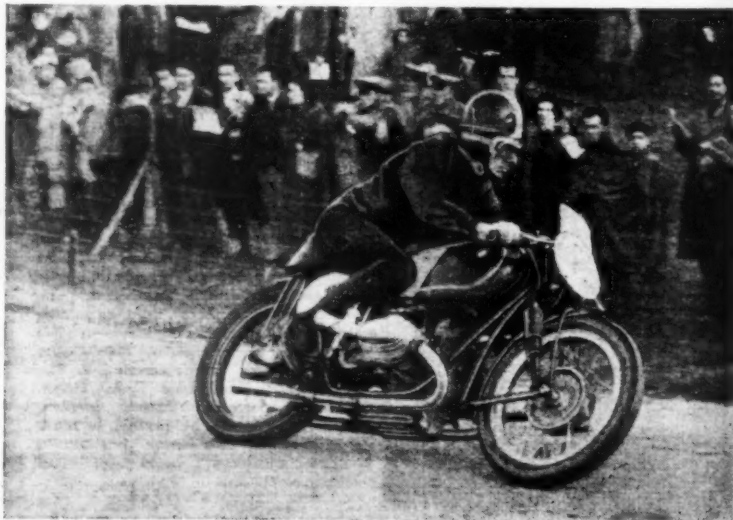
Campaign Suffers

IN VIEW OF the difficulties involved in staging a sporting fixture on a Sunday, the Warrington Club has decided to cancel its scramble to have been held on May 11. The cancellation is to be specially regretted since the proceeds normally go to the British Empire Cancer Campaign.

Aces for Silverstone

GEOFF DUKE on his B.M.W. is the chief attraction in a star-studded cast for the international road-race meeting at Silverstone on Saturday. Duke is also due to ride a 350 c.c. Norton. Other Norton stars include Bob McIntyre, Alastair King, Geoff Tanner and the Australian, Tom Phillis, who showed such scintillating form at Thruxton on Easter Monday. Derek Minter will ride a brace of Nortons and the two-fifty R.E.G. twin while the Hinton brothers and Sammy Miller are entered on Nortons and 247 c.c. N.S.U.s. Dave Chadwick, fresh from his South African tour, is due to ride two Nortons and a two-fifty MV Agusta. Arthur Wheeler will be giving his 125 and 250 c.c. F.B. Mondials their first real airing while Bob Brown favours an N.S.U. for the 250 c.c. event, an A.J.S. for the 350 c.c. and a Norton for the 500 c.c. races.

Dickie Dale's first race with his B.M.W. was at Imola, Italy, at Easter. He was out of luck since the engine tightened up both in practice and during the race



Just about all the top sidecar racers will be competing: Pip Harris, Cyril Smith, Bill Boddice, Jack Beeton and Alan Young (all on Nortons) and Ted Young (E.T.Y.—Triumph). The programme will also include two national eight-lap club handicap races. Total number of entries (international and national) is 320.

Racing begins at 10.45 a.m. and all events will be run over the full 2.92-mile perimeter circuit. Silverstone lies alongside A43, the road from Towcester to Brackley. Admission costs 5s for adults and 2s 6d for children under 14. Grandstand transfers may be obtained for 7s 6d and a limited number of paddock transfers will be available at £1 5s. Charges for vehicles are 3s for motor cycles or sidecar outfits, 7s 6d for cars and £1 for coaches.

Clubman's Entries

SINCE THE INITIAL rush for entries there has been a lull in the rate of applications for places in the Clubman's Trophy Races. The meeting will be held at Oulton Park on Whit Monday. It was announced at the outset that only one entry from each club would be accepted and that additional places would be allocated according to the number of vacancies. Now the Cheshire Centre has decided that, as from today, clubs may nominate as many riders as they wish and entries will be accepted in order of receipt. Clubs which have not yet received copies of the regulations should contact J. B. Thomas, Welwyn, Moorfields, Willaston, Nantwich, without delay. The lists close on April 28.

THE SPRINT MEETING to have been held by the Swansea Club on Sunday has been cancelled. The reason is an 11th-hour refusal of permission to use the venue.

PAUL TAFT, the Jarman and Rickman brothers, Joe Johnson, Phil Nex, Brian Stonebridge, Andy Lee and Johnny Giles are included in the entry of 55 for the national Wessex Scramble. To be held on Sunday at Higher Farm, Glastonbury, Somerset, the meeting is organized by the Tor Club. Racing begins at 2 p.m.

AN ENTRY of 112 riders has been received for the Scottish Road Races (incorporating the Scottish Speed Championships) to be held in Beveridge Park, Kirkcaldy, on Saturday, April 26. Star attraction is Bob McIntyre, current

holder of the 250, 350 and 500 c.c. titles on Nortons. Alastair King will also ride Nortons and Bob Brown is entered on N.S.U., A.J.S. and Norton machines. Alf Peatman (MV Agusta) will defend his titles in the 150 and 200 c.c. classes.

ENTRIES FOR the Aberaman Club's road-race meeting at Aberdare Park on May 17 have been greatly oversubscribed and no more can be accepted in any category.

JOHN AVERY, the famous B.S.A. scrambles rider, has undergone a bone-grafting operation in the Nuffield Orthopaedic Centre, near Oxford. A bone from his leg was grafted into his arm which was fractured in the March Hare Scramble at Streteley on March 23.

THE WIGAN AUTO CLUB'S sporting trial, to have been held on Sunday, has had to be cancelled because of difficulties with the route. And the North-Western Centre Inter-team Trial, to have been run last Sunday, was cancelled because of an outbreak of foot-and-mouth disease in the area.

IN IRELAND, the Tanderagee "100" opens the road-race season on Saturday. The meeting is the first of its kind to be organized by the North Armagh Club and the races will be run over a course between Tanderagee and Market-hill, County Armagh. Entries include Wilf Herron, Ralph Rensen, Tommy Robb and Davy Andrews. Racing begins at 2 p.m.

FOR SIDECARS ONLY, the Birmingham "30" Club's national D. K. Mansell Trial, to be held next Sunday, has attracted an entry of 34 including Frank Darrieulat (B.S.A.), Frank Wilkins (Ariel), Bob Collier (Norton), Bob Williams (Ariel), Sam Seston (B.S.A.) and Bill Slocombe

(B.S.A.); nine entries are eligible for the novice award. The trial starts at 11 a.m. from Quarry Café, Bourton on the Hill, Oxfordshire, and covers two laps of a 30-mile course in the Cotswolds. Better-known sections on the route include Camp, Warren, Kington, Saintsbury and Fish.

AT POITIERS, France, last Sunday, Les Archer (Norton) won at the international moto-cross meeting—ahead of Nic Jansen (Matchless), Bo Dirks (B.S.A.) and Peter Taft (B.S.A.). Results were decided on points gained in three races.

ROAD-RACING begins in Scotland on Sunday with the Dundee and Angus Club's meeting at Errol airfield, which lies some 10 miles from Perth off the Perth to Dundee road. Among the total of over 100 entries are Alastair King, Jimmy Buchanan and Ewen Haldane. Racing begins at 1.30 p.m.

WHAT WAS expected to be a very minor operation on Bill Lomas' shoulder turned out to be a two-week job and he did not leave the Rizzoli Institute at Bologna until Easter. He is now resting at Mandello by Lake Como but his shoulder is only on "half-strength." So, apart from not having suitable machines, Bill will be unfit to race for quite a while yet.

ONCE AGAIN this year—on May 11—the North-East London Club is running its Touring Trial which is open to clubmen as well as to non-club members resident in the South-Midland Centre. Members of regular T.A. units and of the Invalid Tricycle Association are also eligible. The trial generally attracts an entry in the region of 200. The start is from the Goose Green, Hoddesdon, Herts, and the 75-mile course will lie entirely over main and

secondary roads. Entry fee is 6s and the lists close on May 2. Secretary is E. F. Greygoose, 23, Bedford Road, Tottenham, N.15.

ENTRIES for next Saturday's national Wye Valley Trial have closed with a total of 114. Gordon Jackson, the Brittain brothers and many other stars will take part. The start is from the Red Lion Inn, Pontilias, at 11 a.m.

FILM MAKING is the latest novel activity at Gordon Jackson's farm in Kent. Since Tuesday Smiths have been shooting scenes for a feature on triale-riding art in which Jackson is the star and Hugh Viney the commentator. The film will be ready for circulation to clubs next autumn.

OVER 1,000 inquiries for details of the Triumph Rally Trial (Meriden, May 18) have been received and a bumper entry is expected. The Rally takes the form of a 70-mile main-road trial with special tests from 10 starting points followed by a *concours d'elegance*, sports and film shows at Meriden. Organizers are the Triumph Owners' Club and full information can be obtained from Leslie Leaver, 123a, Walworth Road, London, S.E.17. Entries close on May 2.

REGULATIONS are available for the following events: the Louth Club's Cadwell Park road races (May 26). Entries close April 29. Secretary is C. Wilkinson, 140, Eastgate, Louth, Lincs.

Blackmore Vale Club's national road races at Blandford (May 26). Entries close May 5. Secretary is F. J. Rendell, 109, Sutton Veny, Warrminster, Wilts.

Scarborough Club's national Cock o' the North road-race meeting (June 13 and 14). Entries close May 7. Secretary is J. Claxton, 14a, Aberdeen Walk, Scarborough.

Sunday Sport Meeting

Club Sends Resolution to Auto-Cycle Union

OVER 50 clubmen attended the Wandsworth Club's meeting last Friday to discuss an appeal for a review of the Sunday Observance Acts. Various suggestions were made and it was felt that a lead should be given by the Auto-Cycle Union. Although not represented as expected, the Union secretary had sent a letter expressing sympathy with the purpose of the meeting.

The following resolution was proposed by A. H. Huckfield (Wandsworth Club), seconded by D. M. Aherne (Triumph Owners M.C.C., Surrey Branch) and adopted unanimously: "That this meeting pledges support for an enlightened revision of the Sunday Observance Acts and requests the Auto-Cycle Union immediately to take all necessary action to obtain the support of affiliated clubs and to press the matter in parliamentary circles as may be thought appropriate." It was hoped that the Union and centres would do everything possible to rally support.

In the unavoidable absence of John Surtees, a vice-president of the Sunday Freedom Association (whose aims were published in *The Motor Cycle* on February 13), the Association had no official spokesman. It was suggested, however, that the efforts of motor cyclists might well be co-ordinated with those of the Association.

Speedway Reunion

FOLLOWING the successful opening of the speedway section of the Montagu Motor Museum it has been decided to organize a dinner and social on Saturday,

April 26, at the Chingford Royal Forest Hotel, Essex, starting at 7 p.m.

During the evening there will be a showing of early speedway films and the formation of an association of pioneer speedway riders will be discussed. The organizer is Peter Arnold (12, Coleridge Road, Crouch End, London, N.8) who can supply tickets, price £1 ls.

The chairman will be Lord Sempill and among those who have already promised to attend are Jack Barnett, Frank Bond, Dot Cowley, Vivian Van Damm, Bill Kitchen, Claude Langdon, Jack and Norman Parker, Percy and Claude Rye, Frank Varey and Graham Walker.

Northolt Rally

HELD on the American sector of Northolt airfield last Sunday and organized jointly by the American Drivers and Happy Wanderers Clubs, the rally and concours for pioneer machines was a resounding success. In brilliant sunshine a large number of on-lookers watched the parade of meticulously furnished models, some of which dated back to the last century. Tankards were awarded to the winners of the various *concours* classes.

Class 1 (veteran tricycles).—E. D. Lee (1899 Deschamps). **Class 2** (pre-1910 motor cycles).—N. Nambly (1901 American Orient). **Class 3** (1910-1914).—W. Gerrard (1913 Royal Enfield sc). **Class 4** (vintage).—W. Fruin (1922 Norton).

BRITISH Summer Time begins at 2 a.m. (G.M.T.) on Sunday next, April 20, when clocks should be put forward one hour.

ALL visitors are welcome to the dance and social of the Birmingham Club starting at 8 p.m. on Saturday at The Motordrome, Colebrook Road, Birmingham, 11. Admission is free.

READERS' CORNER.—*Experiences Wanted.*—M.J.M. (Birmingham): conversion of ex-W.D. 350 c.c. Royal Enfield to pivoted-fork rear springing.

AFTER a spell in the London Hospital, Herbert Addie, the well-known South-Eastern Centre official and clubman, has been moved to the annexe of the hospital at Zachary Merton Home, Holly Lane, Banstead, Surrey,

where he is likely to remain for some time. The operation on his hip appears to have been most successful and he is in good spirits. Visiting hours are 3 to 4 p.m. on Tuesdays, Wednesdays and Thursdays, and 2 to 4 p.m. on Saturdays and Sundays.

THE James service week being held by Moto-Baldet (14, Newland, Northampton) closes on Saturday. James and Villiers factory representatives are present. James owners may have their machines checked over free of charge.

SECTIONED models and films are among the attractions of the special show starting next Monday at the premises of Peter Guest, Ltd., 123, Wootton Road, King's Lynn. The show is open daily from 9 a.m. to 9 p.m. and continues until May 3.

NEXT Monday *Everybody's* will contain the first of a series of six map supplements designed particularly with car owners in mind. The hundred or more tours which are indicated and briefly described are related to holiday centres in Great Britain and Ireland—the places where the majority of holiday makers will be staying.

TRAINING SCHEME.—The next R.A.C.-A.C.U. training course for learners organized by the Sunbeam Club starts on Sunday, April 20, at Wembley. (Full particulars are obtainable from R. M. Sidey, 34, Great Smith Street, Westminster, London, S.W.1.)

Official opening of the Wrexham Club's course will take place at 2.30 p.m. on Saturday, May 10, at Borrass Aerodrome, Rhosnesney. Practical instruction will be given each Saturday afternoon at the aerodrome and theoretical work on Friday evenings at the Wrexham Youth Centre. (Details from W. H. Gittins, 21, Heol-y-Pias, Cefn Mawr, Wrexham.)

A NEW set of National Benzole road maps covering Scotland and Wales comprises five sheets measuring 36 x 23in. One sheet is devoted to London, with Central London in the scale of 6in to the mile on one side and Greater London (1in to the mile) on the other. Scale of the other four maps is five miles to the inch. Among the features shown and named are towns, villages, rivers, canals, lakes and mountains. Also indicated are ferries, golf courses, national parks and National Trust property open to the public. Distances between towns and major road junctions are given. Price of each map is 1s and they are obtainable from National Benzole sales filling stations throughout the country.

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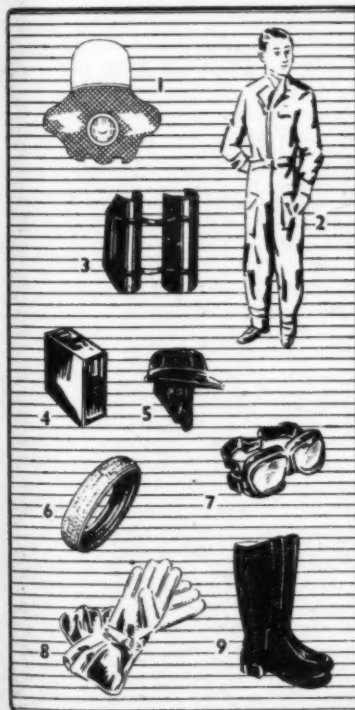
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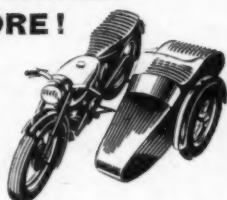
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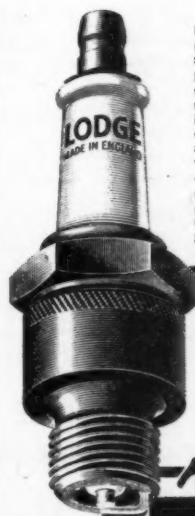


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ROWLAND SMITH'S, the A.J.S. buyers.—Hampstead High St., London, N.W.3. Ham. 6041. (W1114/R)

GEORGE CLARKE pay most for A.J.S.—278, Brixton Hill, S.W.2. Tulse Hill 3211. (W1019)

COMERFORDS require good A.J.S. machines for cash; send details or call.—Thames Ditton. (W1006)

CLAUDE RYE, Ltd., urgently require all models in good condition. Get our price first! H.P. accounts settled. We pay carriage.—895-921, Fulham Rd., S.W.6. Renown 6174. (W1105/R)

WE pay £10 more for A.J.S.: H.P. accounts settled, cash balance immediately; we pay your fare some—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-day. Tel. Reading 2237. (W1039)

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KAYS OF EALING, Ltd., A.J.S. spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. (S1075/R)

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THE MOTOR CYCLE

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B.S.A., '57, 70 c.c. Dandy de luxe Scooterette.....		£47 10
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Vespa, '55, 125 c.c. "New World" de luxe, screen, pili.....		£89 10
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Lambretta, '55, 150 c.c. LD de luxe Scooter, screen.....		£99 10
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AMBASSADOR.—Manufactured by Ambassador Motor Cycles, Ltd., Ascot, Berks. Tel. Winkfield Road 3153-5. (10098/R)

GODFREYS, Ltd., Ambassador dealers all depots. See display advert. (C1052/R)

GIFFS OF SOUTH HARROW for new Ambassadors; terms, exchanges.—568, Northolt Rd., Byton 2484. (C1053/R)

IMMEDIATE delivery of Ambassadors.—F.W. Clark, 560-562, London Rd., Thornton Heath. Tel. 4987. (C1165/R)

COMERFORDS for Ambassadors, new and second-hand, 1,000 machines in stock; send for lists.—Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). (C1006)

CLAUDE RYE, Ltd., for your 1958 Ambassador, all models in stock, immediate h.p., ride away in 10 mins.—895-921, Fulham Rd., Fulham. Ren. 6174. (C1105/R)

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A WHITBYS OF ACTON.—Biggest dealers in the Home Counties for Ariels; immediate delivery; h.p., exchanges.—273, Acton Vale, London, W.3. She. 5355. (C1128/R)

ROWLAND SMITH'S for Ariel.

NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

245ms.—Ariel Four 1955 Mark II spring frame combination, Avon spurs with sprung wheel and brake, exceptional; choice of 2.

175ms.—Ariel Huntmaster, June 1956, 650cc ohv, almost brand new.

159ms.—Ariel 1957, 497cc Hunter, one careful owner, almost new.

105ms.—Ariel Twin 1952, 498cc ohv spring frame combination; terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), Ham. 6041. (C1114)

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1955 (November) 600cc Ariel S/A springer with chassis, one-owner outfit, £179.

MACE MOTORCYCLES, 5, Cinema Parade, Western Ave., Park Royal, W.5. Perivale 4090. (7556)

ARCHER OF ALDERSHOT for Ariel, etc., spares and service.—Victoria Rd. Tel. 323. (10362/R)

HAYEN, Ltd., main agents: part exchanges, terms; service and repairs.—162, High Rd., Ilford 3361. (10540)

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T.W. KIRBY MOTOR CYCLES, Ltd., your Ariel specialists, 10, Ronce Corner, Hornchurch. Tel. 8785. (C1014)

1955 600 sv Ariel and Blacknell sidecar, immaculate, £169; terms.—Bernards of Hounslow 43, Whitton Rd., Hounslow. Hounslow 9857. (7554)

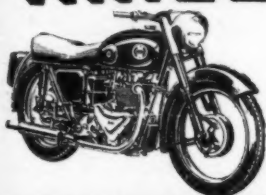
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600 c.c. s.v. VB de Luxe Spr. £222 1 1
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Now is the best time to Exchange for a new 1958 Model. We welcome any Cycle, Motorised-cycle, Motorcycle or Car as whole or part deposit on any new machine. We can settle your present H.P. account and if the allowance exceeds the deposit required we REFUND THE DIFFERENCE IN CASH. Complete coupon in column 3 for immediate exchange quotation and full details of this amazing offer.

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1952 B.S.A. Star twin springer, very fast; £79/10,

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1947 B.S.A. M21 600 sv. double adult saloon;

£49/10, deposit £16/10, 12 months £33/4.

1953 B.S.A. A7 500cc twin child/adult saloon

Maxstoke, as new; £149/10 deposit £50, 24

months £51/2.

1949 B.S.A. A7 500cc twin child/adult saloon;

£79/10, deposit £26/10, 18 months £35/8.

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5007, 3 mins. Acton Underground [C1095/R]

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1949 B.S.A. B31 350cc; £79.

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FREE tax and insurance with second-hand motor cycles.

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79 gms.—B.S.A. 1951, 500cc ohv combination, Albion

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62 gms.—B.S.A. Bantam, October 1956, 125cc springer,

many extras, one careful owner.

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6555. Terms and exchanges. [C1122]

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B.S.A. 500 1950 B33, good condition; £80 o.n.o.—

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Rd., S.W.15. Put. 1196. [C1136/R]

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terms and exchanges.—239-271, Neasden Lane,

N.W.10. Gladstone 3355-8 lines. [C1115]

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sales and service, 125cc to 650cc, a model for every

one, new models on show; quick delivery.

172.—177, Aston Rd., Birmingham, Ast. X 3201-2, [0561/R]

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agents; terms, spares, service, repairs.—809-811,

High Rd., Goodmayes, Tel. Seven Kings 9744. [C1119/R]

1956 Bantam Major, 4,000 miles, motor cycle

mechanic owner, dual seat, tools, taxed year,

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Model..... c.c.....

I have for exchange a 19.....c.c.....

Make..... Mileage.....

I must have £.....

NAME.....

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M.....

C.....

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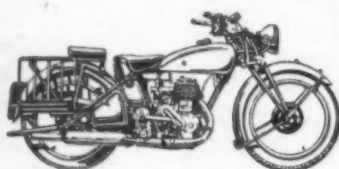
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VERY LOW MILEAGE MODELS

£39.10

£13.10 Deposit
Balance by 24 monthly payments
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Tax and Insurance added to terms if desired



GENERAL SPECIFICATION:

- Enclosed valve gear.
- Dry sump lubrication.
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- Smiths 80 m.p.h. speedo.
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H—1949 250 ohv, snip, £49, 24 mths. h.p.—391, King St., Hammersmith, W.6. Rly. 2837-8. [C1090]

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1955 B33 s/arm, beautiful cond. unmarked, mechanical condition faultless, maintained by motor cycling enthusiast regardless of cost, 15,122 miles, screen, c'bars, tools, etc., tax, insured for year; £145 o.n.o.—Theydon Bois 2215 (near Epping). [7526]

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R ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

SMITH'S, 86, Chalk Farm, Rd., N.W.1, want B.S.A.s.—Gul. 2767 [0068/R]

GEORGE CLARKE pay most for B.S.A.—278, Brixton Hill, S.W.2. Tuse Hill 3211. [W1019]

CLAUDE RYE, Ltd., urgently require all models in good condition. Get our price first! H.P. accounts settled. We pay carriage.—895-921, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

WE pay £10 more for B.S.A.: H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-day. Tel. Reading 2237. [W1039]

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WE have the largest stocks of B.S.A. spares.

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*** [S1095/R]

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BRISTOL.—47-53, Bath Rd., Bristol 78001.

PORTSMOUTH.—147-151, Fratton Rd., Portsmouth 74202.

SWANSEA.—20, Rutland St., Swansea 50311. [S1046/R]

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Make.....Model.....

Condition.....Mileage.....

For which I must have £.....

NAME.....

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ROWLAND SMITH'S the F.-Barnett buyers.—Hamstead High St., London, N.W.3. Ham. 6041. [W1114/R

WATKINSON MOTORS—Top prices for Francis-Barnetts.—136, Stockwell Rd., S.W.9. Brixton 804. [W1174/R

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NORTH London—Tele Autos for James sales and service.—18, Turnpike Lane, N.8. [C1023/R

ARCHER OF ALDERSHOT for James, etc.; spares and service.—Victoria Rd., Tel. 323. [C1071/R

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RENOVO'S—James Captain de luxe 197cc (1956-7), telescopic forks, swinging arm, dual seat, screen; bargain 95gns.—232-3-4, Upper St., London, N.1. Canonbury 0221. [C1104

WHITBYS OF ACTON—Immediate delivery of new models.—273, Acton Vale, London, W.3. She. 5355. [C1128/R

SLOCUMBS OF NEASDEN!!! for your new James: terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3555—8 lines. [C1115

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1955 Jawa CZ 150cc, good condition, tuned engine, new bearings; £70.—Tel. Langley 641. [C1071

NORMAN STOKES MOTOR CYCLES—The Jawa-CZ specialists for your new 1958 Jawa, immediate delivery; terms and exchanges.—Vernon Street Corner, Wellington Rd., Tel. Northampton 1509. [C1071

NORTHAMPTON SCOOTERS, Ltd., for all the leading makes of scooters, including the new Jawa Czeta 175cc, immediate delivery.—154, Wellington Rd., Northampton. Tel. 1509. [C1071

JAWA SPARE PARTS

NORMAN STOKES MOTOR CYCLES, U.K. distributors for all Jawa and CZ spares and service; trade enquiries invited.—1, Vernon St., Wellington Rd., Northampton. Tel. 1509. [C1066

LAMBRETTA

LAMBRETTA—Sole concessionaires U.K. Lambretta Concessionaires, Ltd. Head office and sales, Beverley Works, Kingston By-Pass, S.W.20. Tel. Malden 7721. Service station, 215 219, Broadway, Wimbledon, S.W.19. Tel. Liberty 7621. Spares and accessories, 424/426, Kingston Rd., Raynes Park, S.W.20. Tel. Cherrywood 2204. [C1075/R

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1957 LDB Mark 3, low mileage, extras, choice of two; £145. [C1075/R

1957 150cc LDB Mark 1, host of extras, 2,000 miles only, choice of 4; from £129/10. [C1075/R

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THREE months' written guarantee all used machines, every new model immediate delivery.—310, Uxbridge Rd., Acton, W.3. Acorn 5051-2. [C1121

£110—1956-57 150cc, very good condition, accessories.—Palmer, Tel. London Wals 2044. [C1066

LAMBRETTA SPARE PARTS

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GOOPREYS, Ltd., for special Lambretta service. Spare parts, factory trained mechanics, all special tools; 7 depots in the London area.—See display advertisement. (S1052/R)

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CITIC MOTORS, Ltd., for your new Maico Typhoon 400cc twin immediate delivery, all colours. Terms and exchanges, genuine after-sales service.—57, East Hill, Wandsworth, S.W.18. Vandyke 5651 (0055)

GOOPREYS, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display advert. (C1105/R)

CLAUDE RYE—Immediate delivery new Maicos, choice of colours; terms.—895-921, Fulham Rd., London, S.W.8. Renown 6174. (C1105/R)

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CELTIC MOTORS, Ltd., for your new Malcoletta or Maico Mobil; immediate delivery from stock; demonstration models available. Terms and exchanges, genuine after-sales service.—57, East Hill, Wandsworth, S.W.18. Vandyke 5651 (0028)

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JOHN SUTTES. See a complete range of 1958 models plus a collection of clean, guaranteed used Matchless at my West Wickham, Kent, showrooms.—Tel. Spring Park 3700. See purchase, part exchange; immediate delivery. (C1145)

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ARCHER OF ALDERSHOT for Matchless, etc. Spares and service.—Victoria Rd. Tel. 323. (00383/R)

PURNEY AUTOS for your new Matchless; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1188. (C1138/R)

1953 Matchless 350cc G3LB, good condition; 95gns. o.n.o.—Smith, S. Leapale Rd., Guildford, Surrey. Tel. Guildford 61216. (7546)

WHITTAKER OF BLACKPOOL for your new Matchless. Immediate delivery from stock.—19, Colston St., Blackpool, Tel. 24828. (C1139)

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WHITBY OF ACTON—New models in stock; exchanges, h.p. spares.—263/273, Acton Vale, London, W.3. She. 5355 (Showrooms; She. 6785 (Spares). (C1128/R)

MATCHLESS WANTED

R. ROWLAND SMITH'S, the Matchless buyers.—Hampstead High St., London, N.W.3. Ham. 6041. (W1114/R)

CLAUDE RYE, Ltd., urgently require all models in good condition. Get our price first! H.P. accounts settled. We pay carriage.—895-921, Fulham Rd., S.W.8. Renown 6174. (W1105/R)

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- 1954 **CREVES**, 197 c.c., front and rear springing, 4-speed box, lights, speedometer, dual seat, snip £68 0
- 1957 **ENFIELD**, 250 c.c. Crusader, 16in. wheels, green and chrome finish, dual seat, Enfield pannier boxes, low mileage £155 0
- 1952 **MANX NORTON**, 500 c.c., large bolt through tank, road-holder forks, alloy rims, conical hubs, front and rear, fitted with Magdyno, rev. counter, sprung frame, dual seat, racing tyres, fast road burner £125 0
- 1952 **B.S.A.**, Gold Star, alloy motor, silver and chrome tank, dual seat, sprung frame, T.T. carb, Lucas dynamo lighting, speedometer, very clean £118 0
- 1957 **NORTON**, 350 c.c. International, Featherbed, grey and chrome finish, dual seat, exceptional £229 0
- 1957 **NORTON**, Model 99, red and chrome finish, fitted with fully enclosed de luxe Avon Streamliner in red and black, rear carrier, 9,000 miles, really one off £245 0
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WE pay £10 more for Matchless; H.P. accounts settled; cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-day. Tel. Reading 2237. (W1039)

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OSGOOD & COATES, Ltd.—Matchless specialist; spares and repairs.—761-5, Old Kent Rd., London, S.E.15. New Cross 0513. (S1094)

ELITE MOTORS (TOOTING), Ltd., 851-961, Garratt Lane, Tooting Broadway, S.W.17. Balham 1200.—Vast range of Matchless spares. Call or send c.o.d. (S1169/R)

KAYS OF EALING, Ltd.—Matchless spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2587. (S1075/R)

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C.O.D. and service units, £10,000 spares in stock.—64-74, Godstone Rd., Whiteley, Surrey. Upl. 0895 and 259-269, Haydon Rd., Wimbledon, S.W.19. Cherrywood 3202-3. (S1162/R)

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K.V.P. MOTORS, Ltd.—Zigolo 98cc in stock; £109/19/6; terms.—Central Parade, Gunnersbury Lane, W.3. Acra 6005. (C1068)

PRIDE & CLARKE, main agents 98cc Zigolo super scooter; £109/19/6; 1/2 deposit, immediate acceptance; 24 monthly payments; tax and insurance included in terms; exchanges; catalogue free.—158, Stockwell Rd., S.W.9. Bri. 6251. (C1098/R)

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MV DISTRIBUTORS, Ltd.—Regent House, 235, Regent St., London, W.1. (0084/R)

COMERFORDS for M.V., new and second-hand.—Thames Ditton, Surrey.—Smb. 5531 (6 lines). (C1106)

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CHITHAM & DAVIS, Ltd., offer:—£35.—1955 Norman 98cc, taxed and insured until Dec., ride away; terms, exchanges.—44, High St., Eltham, S.E.9. Eltham 6784. (7561)

NORMAN SPARE PARTS

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NORTON MOTORS, Ltd., Bracebridge St., Birmingham. (0091/R)

JOHN SUTTES. See a complete range of 1958 models plus a collection of clean, guaranteed used Nortons at my West Wickham, Kent, showrooms.—Tel. Spring Park 3700. See purchase, part exchange; immediate delivery. (C1145)

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205gns.—Norton twin 1956 600cc Dominator 98, exceptional condition. 185gns.—Norton 1955, 588cc ohv model 50 dual seat, windshield, 1,939 miles only. 145gns.—Norton twin, 1954, 497cc Dominator 88, choice of 3; terms, exchanges: list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114)

CHITHAM & DAVIS, Ltd., offer:—£139.—1955 Norton Dominator, Avon fairing, tuned engine, terrific performance; terms, exchanges.—44, High St., Eltham, S.E.9. Eltham 6784. (7560)

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H—Tax, insurance all on 2½ miles, h.p.—391, King St., Hammersmith, W.6. Riv. 2837-8. [C1090]

£120—1954 ES2, Swallow s.s.—12 Beech Hall Crescent, Highams Park, E.4. [7541]

MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.9. [C1006]

1957 Jet, Norton model 99, fitted with Swallow and all spares requirements.—19, Station Rd., N.5. Finchley 5589. [C1091/R]

ELEANOR MOTORS for Norton, terms, exchanges. —265, Mare St., Hackney, E.8. Amherst 5134. [0315]

COMERFORDS for Nortons, new and second-hand, 1,000 machines in stock.—Thames Ditton, Surrey. [C1006]

OSGOOD & COATES, Ltd., Norton main dealers, 781-5, Old Kent Rd., S.E.15. New Cross 0513. [C1094]

1955 Norton 88 Droopy-Spot, just had £30 overhaul, Nat. Service forces sale; £150.—Tel. Hox. 1044. [7568]

ERIC KENNARD & Co., can supply your new Norton and all spares requirements.—19, Station Rd., N.5. Finchley 5589. [C1091/R]

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RENNO'S.—Special bargain, 1951 Norton ES2 500cc ohv, spring frame, telescopic forks; 75gns. [C1094]

RENNO'S.—Call and inspect, large offer secondhand bargains from 29gns.—232-3-4, Upper St., London, N.1. Cannonbury 0221. 217, Hornsey Rd., London, N.7. Archway 5389. [C1104]

POTNEY AUTOS for your new Norton; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1198. [C1138/R]

SLOCUMBS OF NEASEN!!! for your new Norton; terms and exchanges.—239-271, Neaseen Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

REX JUDD have all 1958 models, immediate delivery and hire purchase; your present model at current value in part exchange.—High St., Edgware 3944 0962. [C1077]

WHITBYS OF ACTON.—New models in stock, exchanges, h.p., spares.—263/275, Acton Vale, London, W.3. She. 5355 (Showroom); She. 6785 (Spare). [C1128/R]

NORTON WANTED

ROWLAND SMITH'S, the Norton buyers.—Hamstead High St., London, N.W.3. Ham. 6041. [W1114/R]

SMITH'S, 86, Chalk Farm Rd., N.W.1. want Nortons. —Gul 2767. [0069/R]

GEORGE CLARKE pay most for Norton.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

CLAUDE RYE, Ltd., urgently require all models in good condition. Get our price first! H.P. accounts settled. We pay carriage.—895-921, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

WE pay £10 more for Norton; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-day, Tel. Reading 2237. [W1039]

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H. L. DANIELL, the Norton expert.—Comprehensive spares service, c.o.d. by return.—63, Dartmouth Rd., Forest Hill, S.E.23. For. 5895. [0263/R]

GODFREYS, Ltd. Norton spares stockists; c.o.d.—226-234, London Rd., Croydon. Cro. 3641; and 220, Barking Rd., E.6. Gra. 8098. [S1052/R]

CLAUDE RYE, Ltd.—Large stocks of spares for pre-war and ex-W.D. models; list free.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

KAYS OF EALING, Ltd., Norton spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St. Ealing, W.5. Eal. 2397. [S1075/R]

GUS KUHN MOTORS invite you to try us for your genuine Norton spare parts.—275, Clapham Rd., Stockwell, London, S.W.9. Tel. Brixton 5604 and 9435. Prompt c.o.d. by return service. [0132/R]

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ELEANOR MOTORS for N.S.U., terms, exchanges.—265, Mare St., Hackney, E.8. Amherst 5134. [0235]

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1956-57 N.S.U. 125cc 2-stroke, 5,000 miles, no owner; £65 o.n.o.—36, Heath Rd., Holts, Bucks. [751]

WHITBYS.—Grand display N.S.U., Prima and Quickly.—273, Acton Vale, London, W.3. She. 5355. [C1128/R]

SLOCUMBS OF NEASEN!!! for your new N.S.U. Primas; etc.; terms and exchanges.—239-271, Neaseen Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

CLAUDE RYE.—Immediate delivery new 5 Star Prima, choice of colours; terms.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

PANTHER

ROWLAND SMITH'S for Panther.

NEW models in stock; terms exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Tube), N.W.3. Ham. 6041. [C1114]

MITCHELL ERSKINE, Kingsbury Circle. [C1114]

£99.—1947 600cc, girder forks.—Erskine, The Broadway, Kingsbury, N.W.9. Tel. Colindale 7504. [C1114]

SLOCUMBS OF NEASEN!!! for your new Panther, terms and exchanges.—239-271, Neaseen Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

GEORGE CLARKE (MOTORS), Ltd., the Panther specialists, for new and used models.—275, High St., Acton, W.3. Acorn 6543. [C1104]

WHITTAKER'S OF BLACKPOOL for your new Panther; immediate delivery from stock; also all types of sidecars.—19, Cookson St., Blackpool, W. [C1115]

1955 600cc Panther, swinging arm, low mileage, immaculate condition, solo £160, combination £180; terms.—Granger, Manxmead, Redhall Rd., Smallfield, Surrey. [C1104]

RAPID MOTORS.—Every Panther available from stock, including model 35 250 twin; largest distributors in the country.—269, Haydons Rd., Wimbledon, S.W.19. Che. 3262-3, and 70-74, Godstone Rd., Whiteley, Surrey, Uplands 0695. [C1104]

1953 (Oct.) Panther 600 ohv, cream and chrome tank, fitted with Canterbury child/seat sidecar in matching colours, a very attractive outfit, and in excellent condition; cash or terms, any trade at £147.10.—Mundays, 124, Dalberg Rd., Brixton, S.W.2. Bri. 5365. [C1114]

PANTHER WANTED

GEORGE CLARKE pay most for Panther.—276, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH'S the Panther buyers.—Hamstead High St., London, N.W.3. Ham. 6041. [W1114/R]

WE pay £10 more for Panther; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-day, Tel. Reading 2237. [W1039]

PANTHER SPARE PARTS

GEORGE CLARKE, Ltd., largest stockists in England; c.o.d. by return.—73, New Park Rd., S.W.2. Tulse Hill 3211. [W1019]

JOLLY & KNOTT, Panther spares specialists, largest stock in London; c.o.d. by return.—Please note our new address: 28, Loampit Hill, Lewisham, S.E.11. Tideway 4261. [S1055/R]

C.O.D. 24 hours service, largest spare stockists in Great Britain; this is fact, not fiction; exchange units in stock.—Rapids, 259-269, Haydons Rd., Wimbledon, S.W.19. Cherrywood 3202-3. [S1162/R]

PHENIX

ROWLAND SMITH'S for Phenix.

NEW and demonstration models in stock; terms & exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Tube), N.W.3. Ham. 6041. [C1114]

G.H. CYCLES, Harrow Weald, 429, High Rd., Harrow 6858. Phenix main dealers. [C1114]

PIATTI

PIATTI—Loxhams Motor Cycle House; exchange; h.p. terms.—Tel. 4242 Preston. [0049/R]

1957 Piatti, only 3,000 miles, works maintained; £95.—Tobey, 2, Gattin Point, Gattin Park Rd., Redhill. [7544]

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NEW Mark III LE and Venom in stock.

FREE tax and insurance with secondhand motor cycles.

59gms.—Velocette twin 1953 192cc LE, pillion, panniers; choice of 5 LEs; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

1951 LE Velocette 200cc, windscreen; £40 o.n.o.—24, Grove Cres., N.W.3. [7512]

L. STEVENS, Ltd., the 100% Velocette specialists;

1958 models now in stock. [C1058/R]

S.—Also a large selection of good used machines.—147-151, Goldhawk Rd., Shepherd's Bush, W.12. She. 1154-S. [C1151 R]

GODFREYS, Ltd., all models, all depots; see display advertisement. [C1052/R]

1950 Velocette 150 LE, immaculate condition, taxed; £37. [C1052/R]

1949 Velocette MAC 350 ohv bargain; £45, h.p. terms.—Clarks 560-562, London Rd., Thornton Heath, S. [C1165]

HUMPHREYS.—Velocette sales spares and service; new machines in stock for immediate delivery.

HUMPHREYS, Ltd., 122, Hampstead Rd., N.W.1. (Continuation Tottenham Court Rd.) Euston 3526 [C1058/R]

1955 LE Velocette, excellent condition, pillion, windscreen, panniers; £30.—Box 5315. [7471]

A. H. TOOLEY, Velocette specialists, Station Garage, 3574, Lee, S.E.12 (opposite Lee Station). Tel. Lee Green 3574. [0040/R]

LITTLEJOHN'S main dealer, machines, spares; terms, exchanges.—2, Ruislip Rd., Greenford, Wadlow 3255. [0528/R]

WHITBYS.—Velocette enthusiasts; new and second-hand.—273, Acton Vale, London, W.3. Shep. Bush 5355. [C1128 R]

£25.—Velocette 1950 (July) 149cc LE twin, pillion, panniers, good tyres, taxed.—Dilley, 374, Forest Rd., London, E.17. [C1010]

VELOCETTE 1954 500cc, complete engine overhaul, crash bar, pillion frames and leather bags; £125 or near offer.—Mou, 9223 after 6.30 p.m. [7571]

SLOCOMBES OF NEASDEN!!! for your new Velocette; terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115]

RAPID MOTORS for all models and spares.—269, Raydon Rd., Wimbledon, Cherrywood 3202; and 70, Godstone Rd., Whyteleafe, Surrey, Uplands 0895. [C1162 R]

GEOFF DODKIN, Velocette spares/repairs specialist. LE service/spares our speciality; new and second-hand models supplied; 1956% MSS, immaculate throughout, £155; terms/exchanges; generous part exchange allowance; genuine after-sales service.—28, Queens Rd., S.W.14. Prospect 8779. [C1009]

VELOCETTE WANTED

ROWLAND SMITH'S, the Velocette buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114 R]

GEORGE CLARKE pay most for Velocette.—276, Brixton Hill, S.W.2. Fulse Hill 3211. [W1019 R]

W. E. pay £10 for Velocette; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-day. Tel. Reading 2237. [W1039]

VELOCETTE SPARE PARTS

ARCHERS, the Velo Felos, for spares and service.—Victoria Rd., Aldershot, Tel. 365. [C1107 R]

L. STEVENS, Ltd., the country's largest stockists of genuine Velocette spares, oilcans, screens, carriers, and pannier equipment; LE flywheels remagnetized on our premises; prompt C.O.D. service.—147-151, Goldhawk Rd., Shepherd's Bush, W.12. She. 1154-S. [81151/R]

HUMPHREYS for LE spares and service; c.o.d.—122, Hampstead Rd., N.W.1. Euston 6536. [81058/R]

C.O.D. 24 hours service, huge stocks of spares, all models.—Rapids, 259-269, Raydon Rd., Wimbledon, S.W.19. Cherrywood 3202-3. [81162/R]

GODFREYS, Ltd., Velocette spares stockists; c.o.d.—226-234, London Rd., Croydon, Cro. 3641. And 920, Barking Rd., E.6. Gra. 8068. [81052/R]

KAYS OF EALING, Ltd., Velocette spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [81075 R]

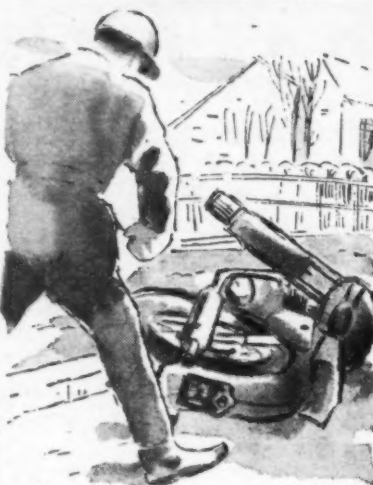
PREMIER.—Largest Velocette spares stock in the country, all models, 24-hour c.o.d. service.—Premier Motor Co., Acton Rd., B'ham, 6. Acton Cross 4281. [81100/R]

WEST END MOTORS, Ltd., for Velocette spares at 179, Upper Tooting Rd., S.W.17, and 171, High St., Peckham, S.E.15. Tel. Bal. 4231 and New X 5118-S. [10126 R]

VILLIERS

SAVE time, temper and trouble, try Meeten's for Villiers first.—Tel. Malden 5110 for everything Villiers or write, Meeten's for Villiers, Shannon Corner, New Malden. [C1203]

MEETEN'S for Villiers, of course! If what you require is obtainable Meeten's will have it! New engines for farms, for industry, for motor and auto-cycles, service exchange engines of all types, revalind exchanges, magneto exchanges, crankshaft exchanges, etc., and, of course, all spares; try us when next you need really prompt attention, but do not forget we need your engine numbers; trade supplied.—Tel. Malden 5110. Meeten's for Villiers, Shannon Corner, New Malden. [C1203/1]



Gosh! - some clot...

has knocked her off her stand . . . the tank!—crikey, look at it, scratches and dents . . . and the Club's Pride Parade on Saturday . . . this makes it a cinch for Clifson—why can't I afford two bikes, one to keep for best? . . . no, I wouldn't like that . . . and what are we bellyaching for anyway? Saturday's two days off, and H & L are on the 'phone . . . thank goodness for a firm run by chaps who are motor-cyclists themselves . . . they'll send a replacement immediately . . . honeychile, we're gonna win dat Elegance Trophy—you wid a brand new tank, and Clifson won't have a hope in . . . good old H & L!

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EXCHANGE UNITS
From Stock
ALL MODELS
1937-1957

H & L
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ROSS-ON-WYE ROSS 2098

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YOUNG'S.—Villiers specialists, comprehensive stock, engines, gear boxes, spares and service exchange units for autocycles, motor cycles and industrial engines. List free; immediate quotations and supplies.—20-21, Tooting Bec Rd., London, S.W.17. Bal. 7791. [C1154 R]

VILLIERS SPARE PARTS

WATKINSON MOTORS, official stockists.—13, Stockwell Rd., S.W.9. Bri. 2838. [81174 R]

BRUCE LEWIN, Ltd., terrific stocks Villiers spares.—17, Narborough Rd., Leicester. Tel. 5280. [0005 R]

YOUNG'S.—Villiers spares prompt despatch.—20-21, Tooting Bec Rd., London, S.W.17. Balham 7791. [81194 R]

OLIVERS OF TOTENHAM for Villiers spares and service.—2, Bruce Gro's, N.17, Tottenham 1975. [81035/R]

GLANFIELD LAWRENCE, Villiers spares stockists.—407, High Rd., N. Finchley, N.12. Fin. 0091. [81044/R]

SPEEDWAY OF ACTON for all Villiers spares.—24-hour c.o.d.—314, Uxbridge Rd., W.3. Acton 5031-2. [81121/R]

HOE STREET GARAGE, Ltd.—Villiers engine and carburettor spares; enter c.o.d. trade.—414, Hoe St., Wadlow, E.17. Tel. Cop. 1719. [1027]

GATEHOUSE MOTORS, Ltd., Villiers spares stockists; all parts c.o.d. by return.—196, Archway Rd., Highgate, N.6. Pitsroy 1668. [81055/R]

CLAUDE RYE, Ltd., Villiers specialists; comprehensive range, immediate c.o.d.—995-921, Fulham Rd., London, S.W.6. [81128/R]

WHITBYS OF ACTON.—All Villiers spares and exchange units.—263, Acton Vale, London, W.1. She. 6785. [81128/R]

CLAUDE RYE, Ltd., large stocks of Villiers spares for post-war and ex-W.D. models; a.c. quote by return.—995-921, Fulham Rd., S.W.6. Renewal 5176. [81105/1/R]

BURTON-ON-TRENT.—Villiers special c.o.d. telephone service of all spares for all models.—A. Fenn, 41, New St., Burton-on-Trent. Tel. 3568. [0588/R]

DEPTFORD AUTO, London's leading Villiers specialists, all spares and exchanges, special quick head repair service. c.o.d. trade.—Tel. Tideway 1587. [7519]

KAYS OF EALING, Ltd., Villiers spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [81075/R]

MANCHESTER official spares stockists and repairers of all types Villiers engine, a/cycle and industrial.—Parkin, 437, City Rd., Manchester, 16. Tra. 0669. [0258/R]

GODFREYS, Ltd.—Villiers spares stockists.—226-234, London Rd., W. Croydon, Cro. 3641-2, 268, Gt. Portland St., W.1. Eus. 4632; 418, Romford Rd., Forest Gate, Gra. 1234. [81052/R]

VINCENT

£145.—1951 Vincent Rapide.—Below.

£180.—1951 Vincent Rapide, s/arm chassis, no body.—Below.

£165.—1949 Vincent Rapide, s/arm chassis, s.s. body.—Below.

R. & T. ENGINEERING, Canterbury Rd., Croydon, Tho. 1992. [7530]

CONWAY MOTORS, Britain's largest Vincent specialist.

A few from their wide range of over 60 good secondhand Vincents, solos, combinations, 1,000s, 500s, streamlined and naked models, all serviced by works trained mechanics, specialists in postal service, machines sent anywhere in U.K. anywhere.

H.P. terms, one-third deposit, balance over 12, 18, 24 months.

£239.—1954 Vincent Rapide C Black Shadow, speedo, tank cover, smart machine.

£229.—1953 Vincent Black Shadow C, Avon fairing, choice of two.

£219.—1953 Vincent Rapide C, showroom condition.

£179.—1952 Vincent Rapide C, good all-round condition.

£129.—1952 Vincent Comet C, choice of three.

£89.—1950 Vincent Comet C, real snip.

CONWAY MOTORS, 301-307, Goldhawk Rd., Shepherd's Bush, W.12. (Sales) River 4872-3. [C1011]

85gms.—Vincent, November, 1950, 499cc Series C Comet, free tax and insurance; terms, exchanges.—Rowland Smith, below.

125gms.—Vincent 1951 Series C Comet 2-seater combination, free tax and insurance; terms, exchanges.—Rowland Smith.—Below.

155gms.—Vincent 1952 996cc Series C Rapide, dual seat, etc.; free tax and insurance.—See below.

295gms.—Vincent, June, 1955, Series D Black Shadow combination, Busermar saloon or springer chassis; free tax and insurance; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [81041]

1954 (June) Black Shadow, genuine 14,000 miles, Windstones, unmarked, showroom condition; £220.—Bexleyheath 9552. [7540]

1955 Vincent D Black Shadow, magneto ignition, C type front stands, Craven equipment, usual model; £265.—F. Lavender, 92, Manor Rd., Leyton, E.10. Ley. 8991. [7540]

D'YORSE BROS., Ltd.—The Vincent People for your 100% guaranteed second-hand Vincent; comprehensive spares stocked c.o.d. service.—178-184, Brownhill Rd., Catford, S.E.6. Hlt. 8888. [C1013]

HUMPHREYS for Vincent sales, spares and service; selection of used Vincents usually in stock.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 3326. [C1058 R]

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A FINE SELECTION OF NEW and USED MOTOR CYCLES etc.

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USED SOLOS	CASH PRICE
TRIUMPH, 1957, T110 650 c.c. Twin, low mileage. immaculate	£249
MATCHELSON, 1957, 411 600 c.c. Twin, alarm. Perfect	£245
TRIUMPH, 1956, Thunderbird 650 c.c. Twin. A showpiece	£245
B.A., 1957, B31 500 c.c. O.H.V., alarm, only 5,000 miles.	£189
B.A., 1955, 198 500 c.c. O.H.V., alarm. Very smart.	£165
ARIEL, 1955, Red Hunter 500 c.c., alarm. One owner.	£139
VELOCETTE, 1954, MAC 500 c.c., alarm. Immaculate.	£129
MOTAF, 1957, 198 500 c.c. O.H.V., alarm. One owner.	£125
PARSONS, 1955, 75 500 c.c. O.H.V., alarm. Exceptional	£125
FRANCIS-BARNETT, 1956, 197 c.c. Falcon, alarm, green	£109
B.A., 1954, C110 500 c.c. O.H.V., s/r, disk, w/steed.	£89
JAMES, 1955, K7 197 c.c. Captain, alarm, d/seat.	£85
JAMES, 1956, 139 c.c. Gulet, alarm.	£79
FRANCIS-BARNETT, 1954, 197 c.c. Falcon, alarm.	£69
B.A., 1955, D2 150 c.c. Bandit Major.	£65
B.A., 1955, Bandit 125 c.c. s/rause.	£59

THIS WEEK'S SPECIAL BARGAIN:—1956 (March) EXCELSIOR 325 cc. Super Talsman Twin, panes, only 287 miles. Price brand new £215. Our Price £170

USED COMBINATIONS	
B.A., 1955, A10 650 c.c. Twin, and double adult Blacknell	£250
ARIEL, 1955, Hunter 650 c.c. Twin, and double adult	£249
Boston saloon sidcar, matching maroon.	£249
PARSONS, 1956, 690 c.c. S.V., and 2-seater saloon sidcar, engine	£125
completely overhauled.	£109
MOTAF, 1959, 690 c.c. S.V., and single-seater saloon sidcar	£109

IMMEDIATE HIRE PURCHASE TERMS: 12% DEPOSIT. BALANCE OVER 2 YEARS. EXISTING I.R. ACCOUNTS SETTLED.

USED SCOOTERS	
TRIUMPH, 1957, 120 c.c. blue, only 100 miles.	£149
TRIUMPH, 1957, 125 c.c. red, only 50 miles.	£135
LAMBRETTA, 1956, 130 c.c. Choice of 3 from.	£119
VELOCETTE, 1957, 125 c.c. 3 speeds, only 2,500 miles.	£119
PIATTE, 1957, 125 c.c. red, only 50 miles.	£119
PIATTE, 1957, 125 c.c. red. Excellent.	£99
TRIUMPH, 1955, 125 c.c. extra.	£89
B.A., 1957, Dandy 70 c.c. Lavender grey.	£50

USED 3-WHEELERS	
RELIANT Regal Mark III coupe, blue, red Vynite hood.	£380
BOND Minor, 1956, 2.3 seater, standard model, white	£190

IMMEDIATE DELIVERY OF NEW 1958 RELIANT-BETTA-BOND

NEW 1958 MOTORCYCLES IN STOCK	
ARIEL LH Colt 200 c.c. maroon.	£155 19 9
ARIEL 350 c.c. Singles, 650 c.c. Huntmaster and 1,000 c.c. Square 4.	
ARIEL 1958 250 c.c. O.H.V.	£235 15 2
Also 500 c.c. Single, 500 and 600 c.c. Twins.	
B.A. A10 650 c.c. Golden Flash, black, alarm.	£261 10 6
Also Bandit D1, D3 and D5, C12, B31 and A7 Shooting Star.	

PART EXCHANGES, MOTORCYCLE, SCOOTER, MOPED, 3-WHEELER OR CAR. POSTAL ENQUIRIES WELCOMED.

FINCHLEY

407-419 HIGH ROAD, N.12
(Corner of N. Circular & Gt North Rd.)

FINCHLEY 0091-5 (Open 9-6.30 daily)

HIGHBURY - 23-32, Highbury Corner
NORTH 2791 (Open 9-6 daily)

CARDIFF BRISTOL

VINCENT WANTED

R ROWLAND SMITH'S, the Vincent buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

VINCENTS. Vincents Vincents.

WE want to buy Vincents! Bring them to:—

UNITY MOTORCYCLES, 1-3, Fulham High St., S.W.6. Renown 5759. [0158/R]

GEORGE CLARKE pay most for Vincent.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019/R]

HUMPHREYS, Ltd., require post-war Vincents for cash.—122, Hampstead Rd., N.W.1. Euston 3526. [W1058/R]

SHADOW D. by private buyer, cash waiting.—202, Doyle Gardens, N.W.10. Ladbroke 2669 (day). [7539]

POST Vincents urgently wanted for cash.—Ross Motr. s. Ltd., Regent St., Hincley, Leics. Tel. Hincley 589. [0036/R]

CONWAY MOTORS.—Good quality used Vincents urgently required for cash; exchanges welcomed; agents for leading makes of motor cycles and cars. Before selling your Vincent—

DIAL Rv. 4872-3, 301-309, Goldhawk Rd., W.12. Riverside 4872-3. [W1021/R]

WE pay £10 more for Vincent; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride It to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-day. Tel. Reading 2237. [W1039]

VINCENT SPARE PARTS

A. E. REYNOLDS, Ltd. offer by return. Vincent spares service.—Berry St., Liverpool (Royal 1475). [S1106/R]

MILLARS MOTORS (MITCHAM), Ltd.—Vincent spares stockists and distributors.—363-5, London Rd., Mitcham Tel. Mitcham 0829. [0131/R]

HUMPHREYS, Vincent spares stockists and distributors for North London; c.o.d.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 5536. [S1058/R]

CONWAY MOTORS have the largest stock of Vincent post-war spares in the country; immediate attention to all post orders.—Conway Motors, Ltd., 301-309, Goldhawk Rd., W.2. Tel. (Spares) Riverside 5725. [S1021/R]

ROSS MOTORS, Ltd.—The Midland Vincent specialists. Have the largest stock of Vincents; spares in the Midlands; immediate attention to all orders; c.o.d. if desired.—Ross Motors, Ltd., 16, Stockwell Head, Hincley, Leics. Spares. Tel. Hincley 641 and 642. [0412/R]

ZUNDAPP

COMERFORDS for Zundapp Cominette and Bella.—Portsmouth Rd., Thames Ditton. [C1006]

WATKINSON MOTORS for immediate delivery. usual terms.—Stockwell Rd., S.W.9. Bri. 2836. [C1174/R]

CLAUDE RYE.—Immediate delivery Zundapp 201S; terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1105/R]

201S motor cycles, Bella scooters and Cominettes: Croydon and East Surrey distributors. Also L.D.A., Mayfair, Rivers and T.V., 175 c.c. P. W. Clark, 560, London Rd., Thornton Heath. Tho. 4987. [C1165]

ZUNDAPP WANTED

GEORGE CLARKE pay most for Zundapp.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019/R]

ZUNDAPP BELLA

MITCHELL ERSKINE, Ltd. (Palmer Green) offer:—

IMMEDIATE delivery 150cc and 200cc self-starter Bellas; £187/2/6 and £205/16/9; choice of 8 colours. NORTH LONDON main agent spares and accessories.

ONE-THIRD deposit, balance 12, 18, 24 months; part exchanges welcomed.

15, Green Lanes, Palmers Green, N.19. Bows Park 5225 & 4976. [7567]

BELLA 200, k/start, 1956, excellent condition, 10,000 miles; £130 or near offer.—Upl. 0247. [7548]

GODFREYS, Ltd., appointed dealers all depots.—See display advert. [C1052/R]

GIFTS OF SOUTH HARROW.—Immediate delivery part exchanges welcome.—368, Northolt Rd., By 2484. [C1053/R]

SLOCUMBS OF NEASDEN!!! for your new Zundapp Bella, terms and exchanges.—235-271, Neasden Lane, N.W.10. Gladstone 3555-8 lines. [C1115]

CLAUDE RYE.—Immediate delivery new Zundapp Bella: choice of colours; terms.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

WATKINSON MOTORS.—All models positively in stock; choice of colours; free tuition; exchanges welcomed, usual terms.—Stockwell Rd., S.W.9. Bri. 2836. [C1174/R]

ELITE MOTORS for your new Bella, every model for immediate delivery; spares, accessories and service.—351-361, Garratt Lane, Tooting Broadway, S.W.17. Balham 1200. [C1169/R]

MOTOR CYCLES MISCELLANEOUS

KING'S OF OXFORD!

20 branches throughout Great Britain for real service! 5,000 modern used and over 2,000 new for immediate delivery on the easiest of easy terms—get all the gen now—see display advert. on pages 24 and 25.

KING'S OF OXFORD.

NEW Rd., Oxford. [C1171]

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KNOWN NATIONALLY

for THE FINEST SERVICE and BEST SELECTION of NEW and USED MACHINES

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IMMEDIATE DELIVERY NEW 1958 MODELS

ARIEL		
GO-J. L.H. 200 c.c. dual seat	£155 18 9	
N.H. 350 c.c. chain case	£234 8 8	
F.H. "Huntmaster" Sports 650	£270 9 0	
F.H. "Huntmaster" de luxe	£270 8 0	
B.S.A.		
BANTAM, D.1 125 c.c.	£102 5 11	
BANTAM, D.1 125 c.c. battery lighting	£107 5 9	
BANTAM, D.3 150 Major	£113 10 6	
BANTAM, D.3 150, battery lighting	£118 10 3	
BANTAM, D.5 175, battery lighting	£127 4 11	
C12 250 O.H.V. dual seat	£165 5 11	
SHOOTING STAR, 500 Twin, chain case	£249 13 5	
M.21 600 S.V. sidcar trim	£311 12 11	
GOLDEN FLASH, 650, chain case	£365 3 6	
FRANCIS-BARNETT		
FLOVER, 74 150 c.c.	£122 17 7	
FLOVER, 74 150, battery lighting	£130 15 6	
FALCON, 81 197 c.c.	£159 13 7	
CRUISE, 80	£186 5 7	
JAMES		
L.1 Comet 98, footchange	£100 10 5	
L.15, Cadet 150, battery lighting	£129 1 2	
K.7, Captain 197 c.c. dual seat	£154 11 10	
L.15, Commodore 250, 2-tone	£161 15 3	
LAMBRETTA		
L.D. 125, piston seat	£173 11 0	
L.B.D. 150, 2-tone, piston	£168 8 8	
MATCHLESS		
G.11, 600 Twin	£288 15 11	
TRIUMPH		
T.20, Tiger Cub 200 O.H.V.	£152 6 5	
21, 300 O.H.V. Twin	£230 5 8	

RELIANT 3-WHEELERS • CARS • VANS LONDON DISTRIBUTORS SALES • SERVICE • SPARES

VERBA		
125, Standard	£145 7 6	
150, Chubman	£159 19 11	
150	£194 17 1	
Also some reduced price last season's models of various makes.		
USED 3-WHEELERS		
RELIANT, 1938, Hardtop Mark III, 4-seater saloon, green/grey finish, extras, low mileage.	£420 0 0	
RELIANT, 1955, Mark I coupe, 4 seater.	£269 1 0	
BOND, 1936, Family 4 seater, red, maroon, hood.	£219 10 6	
RELIANT, 1957, 3 cwt. van, 2-tone finish, ex-stock, synchromesh gearbox	£320 0 0	

This is a selection, increased daily by new machines arriving from the factory.

VISIT OUR NEW STORES DEPARTMENT! MOTORCYCLE CLOTHING SECTION ACCESSORIES SPARES: RELIANT, B.S.A., R.A.P. MOPED, LUCAS, WICO-PAC, AMAL, VILLIERS, LAMBRETTA, JAMES, FRANCIS-BARNETT.

HIGHBURY

23-32 HIGHBURY CORNER, N.5
NORTH 2791 (Open 9-6 daily).

FINCHLEY - 407-419, High Rd N.12
FINCHLEY 0091-5 (Open 9-6.30 daily)
PORTSMOUTH • SWANSEA

MOTOR CYCLES MISCELLANEOUS

ASHBY'S.

ASHBY'S OF STONEBRIDGE offer superb selection.

£59/10.—1952 Douglas Vespa scooter, many extras.

£39/10.—1954 Ambassador 197cc Popular.

£99/10.—1956 Francis-Barnett Cruiser, 225cc s/arm.

£89/10.—1955 Tallman Twin sports, 250cc Avon Fairing.

£59/10.—1953 B.S.A. 250cc C11 de luxe, springer.

£89/10.—1952 Matchless G80S, 500cc s/arm.

£109/10.—1955 Royal Enfield Bullet, 350cc s/arm.

£109/10.—1956 Zundapp 200cc s/arm, exceptional.

£109/10.—1953 B.S.A. Star Twin, 500cc springer.

£139/10.—1954 Triumph T100 500cc Twin, s/arm.

£149/10.—1955 B.S.A. 650cc Twin, s/arm, beige and chrome.

£159/10.—1954 Matchless G9 Clubman Twin, s/arm.

£129/10.—1954 Triumph 650cc Twin, s/hub.

£179/10.—1956 Trophy 650cc Triumph, in road trim.

£189/10.—1955 Gold Star B.S.A. 500cc Clubman, s/arm, fully equipped.

£229/10.—1957 Norton 99 600cc Domi de luxe, s/arm.

£259/10.—1955 B.M.W. 600cc Twin springer, truly superb.

£229/10.—1954 Vincent Rapide, 998cc springer, in touring trim, immaculate.

COMBINATIONS

£79/10.—1950 Matchless 500cc s/arm, and Avon sports.

£99/10.—1951 Ariel Hunter 500cc and c/a saloon.

£139/10.—1952/3 Panther 600cc and 1954 Ascot on Kwiklit chassis

£159/10.—1953 Triumph 650cc s/hub and c/a saloon.

£179/10.—1954 B.S.A. 650cc Twin springer and c/a saloon.

£199/10.—1955 Norton 600cc s/arm and Maxstoke sidecar brake.

£205/10.—1955 Matchless Twin, G9, s/arm and Monarch sidecar.

£239/10.—1956 Triumph T110, s/arm, and Maxstoke s/car brake.

£189/10.—1955 B.S.A. 650cc s/arm and Avon sports.

£199/10.—1954 Triumph 650cc s/hub and new c/a saloon.

MANY others in stock.

HIRE purchase.

ONE-THIRD deposit, balance 12, 18 or 24 months; exchanges welcome.—Ashby's of Stonebridge, Ltd., 33, Hillside, Harrow Rd., Stonebridge, N.W.10. Elgar 4488. [C1074]

GATEHOUSE MOTORS.

£165/10.—1955 B.S.A. 500cc A7 twin, swinging arm, many extras.

£125/10.—1957 B.S.A. 250cc C12 swinging arm, extra.

£115/10.—1953 Norton 500cc ES2 swinging arm, springer.

£99/10.—1953 Ariel 500cc Hunter springer, extras.

£99/10.—1954 Royal Enfield 350cc Bullet, swinging arm.

£79/10.—1955 Triumph 150cc Terrier springer.

COMBINATIONS.

£279/10.—1958 Ariel 600cc VB swinging arm with 1958 new child/adult sidecar on new Canterbury swinging arm chassis, in black, 10 miles only.

£159/10.—1954 Matchless 500cc G80 with 1955 Watsonian Ascot single-seater saloon sidecar. Avon windscreens, superb condition.

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GOODALLS.—1956 N.S.U. Prima scooter, self starter, screen, pillion, spare wheel and carrier; £155.

GOODALLS.—1956 B.S.A. 250cc C12, swinging arm, full-width hubs; £120.

GOODALLS.—1956 Triumph Tiger Cub, one owner; £95.

GOODALLS MOTOR CYCLES, Ltd., 55, South St., Epsom, Tel. 9663. Open 8.30-7. [C1051]

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HUMPHREYS.—1957 Terrot scooter, 3 speeds, spare wheel carrier, 500 miles only; £129.

HUMPHREYS.—1956 Norton Dominator 99, excellent condition; £189.

HUMPHREYS.—1956 Bown Moped 49cc, excellent condition; £35.

HUMPHREYS.—1956 Excelsior Tallman Twin, s/arm, fairing, reg. 1957; £115.

HUMPHREYS.—1956 Francis-Barnett 225 Cruiser, Avon fairing, etc., superb condition; £119.

HUMPHREYS.—1956 N.S.U. Prima, self-starter, spare wheel; choice of several from £139.

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1955 Francis-Barnett 197, 4 speed second, engine; £59/10.

1956 James 150, one owner; £75/10.

1956 B.S.A. 150, one owner, Lucas lighting; £75/10.

1955 B.S.A. 250 C1G, one owner, as new all round; £109/10.

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B.S.A. 175 c.c. Bantam Super, battery model	£127	4	11
B.S.A. 150 c.c. Bantam Major, battery model	£118	10	3
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FRANCIS-BARNETT, 197 c.c. Falcon, chrome tank	£163	14	8
FRANCIS-BARNETT, 197 c.c. Falcon	£150	13	1
FRANCIS-BARNETT, 150 c.c. Flower	£128	17	7
JAMES, 250 c.c. Commodore	£180	17	9
JAMES, 197 Captain (blue or maroon)	£155	18	8
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JAMES, 150 c.c. Cadet, dual, rest	£121	14	2
JAMES, 98 c.c. Comet, footchange	£100	10	5
MATCHLESS, 600 c.c. Model G11 Twin	£265	15	11
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ROYAL ENFIELD, 250 c.c. Crusader	£219	1	1
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- 1955 Francis-Barnett 197, one owner; £81.
- 1955 B.S.A. B33 500, one owner; £129.
- 1955 Excelsior 197 R6; £69.
- 1955 Bantam Major, extras; £63.
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SPORTSMO OF SOUTHAL.

- 1956 Matchless G11, one owner; £185.
- 1956 Matchless 500, spotless, Craven panniers; £135.
- 1956 B.S.A. 500, s/a, Fairing; £149.
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 1958 Moto Parilla, taxed year, only ten miles on speed; £245.
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 1955 Matchless 500cc s/arm, full width hubs, immaculate; £165. (C1014)

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 1956 B.S.A., 650 c.c. Model A10, s/frame, d/seat, black and chrome finish, fitted Swallow Tudor full-door saloon s/c on Veloc chassis. An exceptionally clean and attractive outfit 249
 1957 JAMES, 98 c.c. s/arm, f/change. As new throughout. Only 79
 1954 ARIEL, 500 c.c. s/arm, d/seat, punier frame 129
 1953 B.S.A., 250 c.c. C11, 4-speed f/change, s/frame, handlebar screen, above average condition 00
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- 1955 Triumph ST twin, immaculate; £165.
 1955 Triumph 6T Thunderbird; £155.
 1956 James K12 225cc; £110.
 1951 Ariel twin, sprung frame; £79.
 1954 Greeves 250cc twin; £90.
 1956 B.S.A. Bantam, sprung frame; £67.
 1952 B.S.A. Bantam, sprung frame, £45; another at £39.

COMBINATIONS.

- 1954 Triumph ST twin, fitted Bumar d/a, vha braked wheel; £159.
 1951 Sunbeam S8, fitted single-seat sidecar; £85.

ONE-THIRD deposit, h.p. over 12, 18 and 24 months. SOME other bargains for callers.—324, York Way, Islington, N.1. Tel. North 5300. (C1015)

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 H.—1954 Indian Brave 250, smart, reliable, £35; 1955 James 150, 1/2shields, £25.
 H.—1956 Matchless G808, 500, one good owner, £165; 1949 Matchless 500 and saloon s/c, £75.
 H.—1956 Velocette LE, 2 tone, one owner, as per. £115; 1952 Velocette LE, 200, amazing condition, £59.
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 HARRY NASH.—24 mths. h.p. any vehicle exchanged.—391, King St., Hammersmith, W.6. Riv. 2837-8. (C1010)

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1946 s/a Ariel—Bennett, 28, Naylor Rd. S.E.16. New. 3137. [C1081]

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MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley. Wembley 6058-9. [C1084]

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1953 Petite, specimen condition; £160.

WHITTAKERS MOTOR STORES, Ltd., 19, Cookson St., Blackpool. Tel. 24828. [C1139]

GODFREYS, Ltd., for A.C. Petite 3-wheelers at all depots, including Bushwoy Corner, Leytonstone E.11. See display advertisements. [C1052/R]

195 gns.—A.C. Petite 1954 346cc 2-seater, starter. One careful owner; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041.

HOW much you would appreciate the comfort, cleanliness and warmth of an A.C. Petite this cold weather cannot be envisaged if you are still on two wheels; try an A.C. Petite this spring and enjoy life! Fast, tuition, lowest H.P.; Villiers service.—Neeten's, Shanon Corner, New Malden. Tel. Malden 3110. [C1203]

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CLAUDE RYE urgently require A.C. Petite; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

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1957 B.S.A., 250 c.c. C12, d/seat, s/a/rm, 4,730 miles, one owner, choice of 3 ... £138
1955 B.S.A., 350 c.c. B31, s/a/rm, d/seat, Avon screen, one owner, choice of 2 B.S.A., 500 c.c. B33, d/seat, s/a/rm, c/bars, enc. r/chain, 2,419 miles. £188
1956 B.S.A., 650 c.c. A10S, s/a/rm, d/seat, c/bars, 1/2 shields, screen, 4,903 miles. £198
1957 D.K.W., 74 c.c. Hobby, screen, pillon, 655 miles, one owner, £104
1956 F-BARNETT, 197 c.c. Falcon, s/a/rm, d/seat, 7,520 miles; spotless, choice of 4 F-BARNETT, 225 Cruiser, s/a/rm, d/seat, 8,241 miles, one owner £135
1957 F-BARNETT, 250 c.c. Cruiser 80, d/seat, s/a/rm, 7,344 miles, one owner d/seat, MATCHLESS, 600 c.c. G11, s/a/rm, d/seat, Avon screen, 2,011 miles, as new £238
1956 NORTON, 500 c.c. 88, d/seat, s/a/rm, Avon screen, low mileage, also 1957 NORTON, 600 c.c. 99, s/a/rm, d/seat, Avon screen, 1/2 shields, panniers £198
1955 TRIUMPH, 150 c.c. Terrier, one owner, d/seat, good tyres, taxed year d/seat, c/bars, overhauled, taxed £84
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1957 TRIUMPH, 650 c.c. T110, d/seat, s/a/rm, blue/cream, 6,470 miles £242
1955 VELOCETTE, 350 c.c. MAC, s/a/rm, screen, 2,819 miles, d/seat, Reg. 1956 £146

COMBINATIONS

1956 ARIEL, 650 c.c. FH, s/a/rm, Wats. Monarch s/a/r, Avon screen, £238
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1956 PANTHER, 600 c.c. Model 100, s/a/r, York 2-adult, s/a/r, chassis, 4,350 miles £289
1956 TRIUMPH, 650 c.c. 6T, Wats. Max-stroke, 2-adult s/a/r, Avon fairing £288
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Triumph, '54, 650 c.c. 6T, s/hub & Ascot sal. s/car ...	£159
R. Enfield, '57, 700 c.c. Meteor, s/car trim ...	£159
R. Enfield, '57, 350 c.c. Bullet, s/arm Avon Fairing Vespa, '57, 150 c.c. Gran Sport, d/sest, low mileage ...	£149
R. Enfield, '57, 350 c.c. Clipper, s/arm, as new ...	£145
Matchless, '55, 500 c.c. G.3L, s/arm, s/room cond. ...	£139
R. Enfield, '54, 700 c.c. Meteor Twin, s/arm, sprg. ...	£139
R. Enfield, '56, 500 c.c. Bullet, s/arm, d/sest ...	£139
A.J.S., '54, 500 c.c. spring Twin, very clean ...	£135
B.S.A., '55, 350 c.c. B.31, s/arm, d/sest, very clean ...	£125
R. Enfield, '55 Regd. '56, 350 c.c. Bullet, v/clean ...	£125
B.S.A., '52, 650 c.c. Flash, sprg. d/sest, clean ...	£110
Greaves, '55, 250 c.c. Anzani Twin, s/arm, d/sest ...	£109
R. Enfield, '51, 500 c.c. 12 & Manston c/adult ...	£109
Lambretta, '57, 150 c.c. Mod. D, 500 odd mils. ...	£99
James, '56, 197 c.c. K.7 Trials, s/arm, 4 spd., clean Ariel, '53, 500 c.c. Red Hunter Twin, sprg. d/sest ...	£99
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F. Barnett, '54, 197 c.c. Falcon 67, good cond. ...	£75
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Excelsior, '53, 250 c.c. Talsman Twin, d/sest ...	£59
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CLAUDE RYE, Ltd., for your new B.M.W. Isotta, immediate delivery; terms, exchanges welcomed. —895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]
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GLANFIELD LAWRENCE (HIGHBURY), Ltd., immediate delivery from 28-32, Highbury Corner, London N.5. Tel. Nor. 2791. [C1191/R]

SLOCOMBES, Ltd.—New and used models often available; part exchanges cars or motor cycles; h.p. terms. —Wilkeson 4869/3854. [C1103]

GODFREYS, Ltd.—Immediate delivery Isotta Runabouts; demonstration; terms, exchanges, all depots, including Leytonstone.—See display advertisement [C1052/R]

1957 British B.M.W. Isotta, r.h. drive, under 1,000 miles. £269.—Guy Saines Auto-mobles, Portsmouth Rd., Thames Ditton. Emb. brook 5551. [0462]

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ROWLAND SMITH'S for Bond.

NEW models in stock.

215 s/m.—Bond Minicar, late 1955, de luxe Family, electric starter, £26 overhaul; terms, exchanges. —Rowland Smith, below.

175 s/m.—Bond Minicar, 1954, 2-seater, spare wheel, choice of 3 Bonds; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tubel), N.W.3. Ham. 6041. [C1114]

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the largest Bond distributor.

ALL new models in choice of colours for immediate delivery; also a large selection of reconditioned used models.

SPECIAL Bond Service and Spares Dept., Kilburn Bridge, N.W.6. Maids Vale 6044. Open 9-7 (Sats. 9-5). [C1130/R]

1955 Family de luxe, starter, s/wheel (2); from £210.

WHITTAKER'S MOTOR STORES, Ltd., 19, Cookson St., Blackpool. Tel. 24628. [C1139]

BEST selection, best exchanges, best terms; best buy your new or used Bond Minicar now from NAYLOR & ROOT, Ltd. Motor Cycle House, 25, East Hill, S.W.18. Bat. 2252. [C1089/R]

£239/10.—1957 Bond Standard 2-seater, 4,000 miles, guaranteed.—Godfreys, Croydon 3641. [C1052]

BIRMINGHAM Distributors.—County Cycle & Motor Co., 265-6, Broad St. Exchanges welcomed, all spares. [C1024/R]

1957 Bond red 2-seater de luxe, elec. starter, fitted cover, spare wheel; £249.—1, Carrick Way, St. Mawes. Tel. 328. [7537]

£179/10.—1954 Bond Standard 2-seater, in very nice condition, guaranteed.—Godfreys, Croydon 3641. [C1052]

GODFREY'S, Ltd., for Bond Minicar three-wheelers at all depots, including Brushwood Corner, Leytonstone, E.11. See display adverts. [C1052/R]

KENT.—Distributors for Bond Minicar; delivery from stock.—E. G. Pritchard, Ltd., Chalkwell Rd., Sittingbourne. [0076/R]

KENBOURNE MOTORS, Bournemouth, 3-wheeler distributors, models from stock, part-ex. welcome. Winton 1802. [0542]

CLAUDE RYE, Ltd., for your new Bond Minicar; immediate delivery; terms, exchanges welcomed. —895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

COMERFORDS for Bond, new models for immediate delivery from stock.—Oxford House, Portsmouth Rd., Thames Ditton. Emb. 5531 (h. 10). [C1106]

MARK E Bond, very latest 1958 model, immediate delivery; exchanges welcomed, cars, motor cycle, 3-wheelers.—Badger Garages, Blandford, Dorset. Tel. 615. [C1168]

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£149/10.—Bond Minicar 1954 2-seater, smart; '55 model 2-seater de luxe, £209/10; terms, exchanges.—George Clarke Motors, 276, Brixton Hill, S.W.2. Tul. 3211. [C1019]

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GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tel. 3211. [W1019]

ROWLAND SMITH'S, the Bond Minicar buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

BOND Mini wanted: cash or exchanges.—Ron McKenzie, 961, Chester Rd., Manchester, Longford 2100. [W1086]

CLAUDE RYE urgently require Bond Minicar; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

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GODFREYS, Ltd., for Heinkel 3-wheeler at all depots including Bushwood Corner, E.11. See display advts. [C1052/R]

COMERFORDS for Heinkel new and second-hand.—Portsmouth Rd., Thames Ditton, Emb. 5531. [C1006]

SLOCUMBS, Ltd.—New and used models often available; part exchanges cars or motor cycles; h.p. terms.—Wilkesden 4869/934. [C1103]

WHITBYS OF ACTON.—Immediate delivery new Heinkel Cabin Cruiser; exchanges, terms.—273, Acton Vale, London, W.3. She. 5355. [C1028]

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GODFREYS, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display advert. [C1082/R]

COMERFORDS for Messerschmitts, new and second-hand.—Portsmouth Rd., Thames Ditton, Emb. 5531. [C1006]

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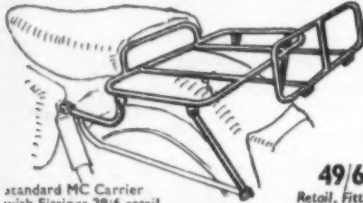
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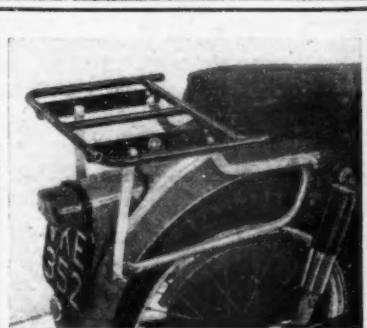
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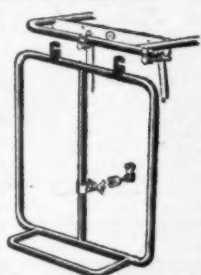
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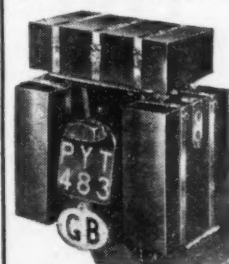
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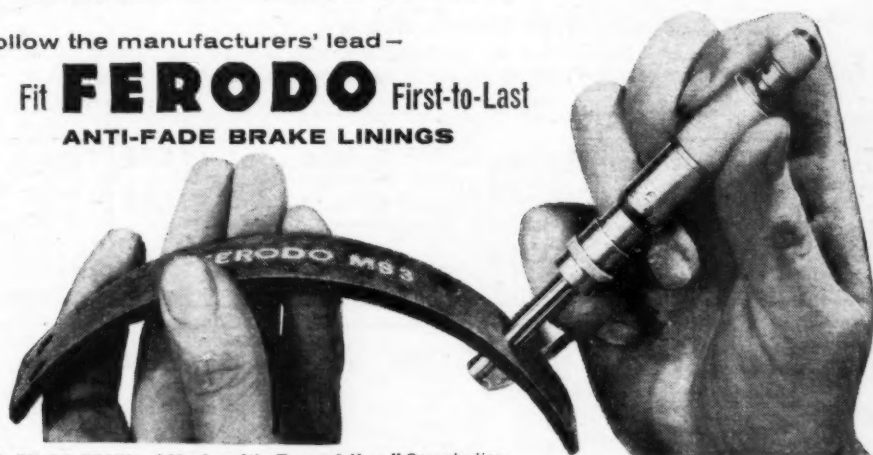
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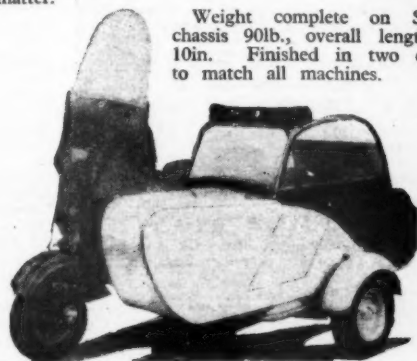
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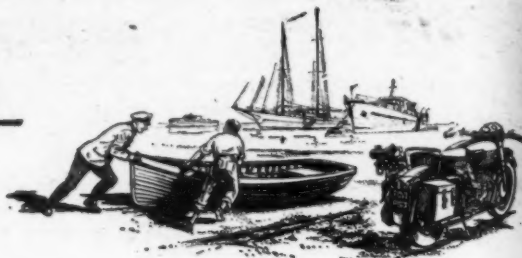
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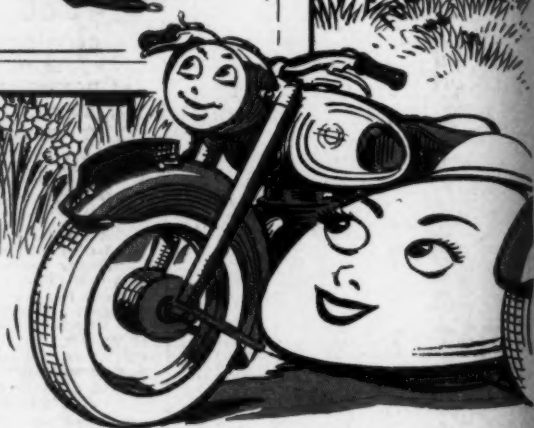
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